RAILROAD

MAGAZINE | DECEMBER 50c

1955

The Baltimore & Ohio's blue-streaked **Columbian** *crosses the Potomac at Harper's Ferry, W. Va., where three states and two rivers meet — scene of John Brown's raid in 1859.*

THIS 49½c STORM WINDOW

protects your family all winter!

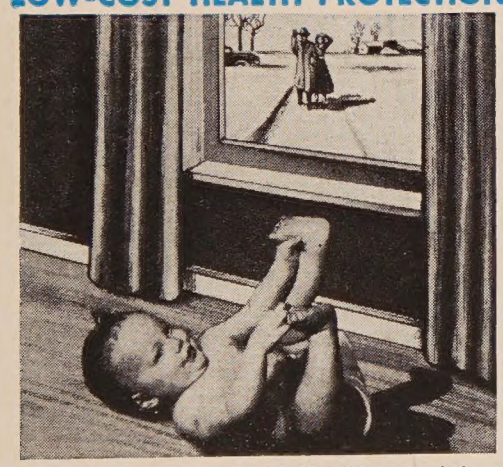
New Trans-Kleer Storm Window Goes on In 5 Minutes Without Tools, Hooks, Screws or Nails

10.8 Sq. Ft. Window Costs only 49½¢

Used by U. S. Army in Iceland and Alaska — Now Available to Public

NOW . . . Storm Windows need not cost you up to $14.00 apiece. American industry has developed a lightweight flexible product that enables you to seal out wintry blasts for only 49½¢ a window! Imagine it! For pennies per window you can insulate EVERY ROOM in your home! This new material was developed by the Gary plant of a billion-dollar American manufacturing firm—for use by the U.S. Government during the last war. It looks like glass, yet can't peel off, never chips, shatters or rattles. Actually flexible like rubber. Has a tensile strength of over one ton per square inch. Crystal clear, not milky or yellowish like some plastic materials. Weighs less than 1/10th of the lightest glass windows ever developed. Even a large window comes to less than 8 oz. Not affected by snow, sleet, rain or dampness—because it's 100% waterproof. Won't crack even at 53 degrees BELOW FREEZING! Use and re-use it YEAR AFTER YEAR for winter comfort and protection.

LOW-COST HEALTH PROTECTION



You can hardly see this TRANS-KLEER storm window—it's wonderfully transparent, yet it protects your loved ones from winter's frigid blasts. And each window costs only 49½¢ each!

Sensational Discovery Used By Army To Fight Cold

One of the big problems of the last war was how to defend our troops and protect equipment against the ravages of Arctic winters. One of the world's greatest manufacturing companies was ordered to build a special plant and soon millions of yards of this new material was moving out to Alaska, the Aleutians, Iceland and Greenland. It was not available to the public because every inch went to protect our men, vehicles, planes and weapons. Finally, it was released to the public and ever since the demand has been greater than the supply! The Gary plant of famous REYNOLDS METALS COMPANY is working round-the-clock trying to supply it!

Use Year After Year—No Upkeep Cost!

At winter's end just fold away your Trans-Kleer like cloth for use next year. You can air the room anytime, too—lift the Adheso border to let in fresh air, then press back and it's sealed tight again! Cleans easily with a damp rag. It's no wonder so many home owners, hospitals, churches and public buildings use this tried and tested REYNOLDS product! TRANS-KLEER comes in kits 36 inches by 432 inches and costs you only $4.95 complete with Adheso border! That is enough for 10 windows—each measuring 10.8 sq. ft.—just 49½c each! In all you receive 108 SQUARE FEET for only $4.95! Good GLASS storm windows cost from $7.95 to $16.00 —for ten you'd have to pay $79 to $160.00. With this remarkable REYNOLDS product you not only save a terrific amount in the purchase price, you also cut down enormously on your fuel bills!

Install Trans-Kleer Windows in 5 Minutes

Trans-Kleer storm windows require no nails, hooks, screws or tools. No back-breaking toil or broken glass to contend with. Cut off required amount, trim to fit the inside of your window, large or small, square, round, rectangular — it makes no difference! Then press on the special Adheso border supplied and your storm window is firmly in place. Simple, easy — a child can install them! And Trans-Kleer windows, because of the LOW CONDUCTIVITY development give you real winter protection, actually keep wintry blasts out of your home.

2,000,000 Windows Sold!

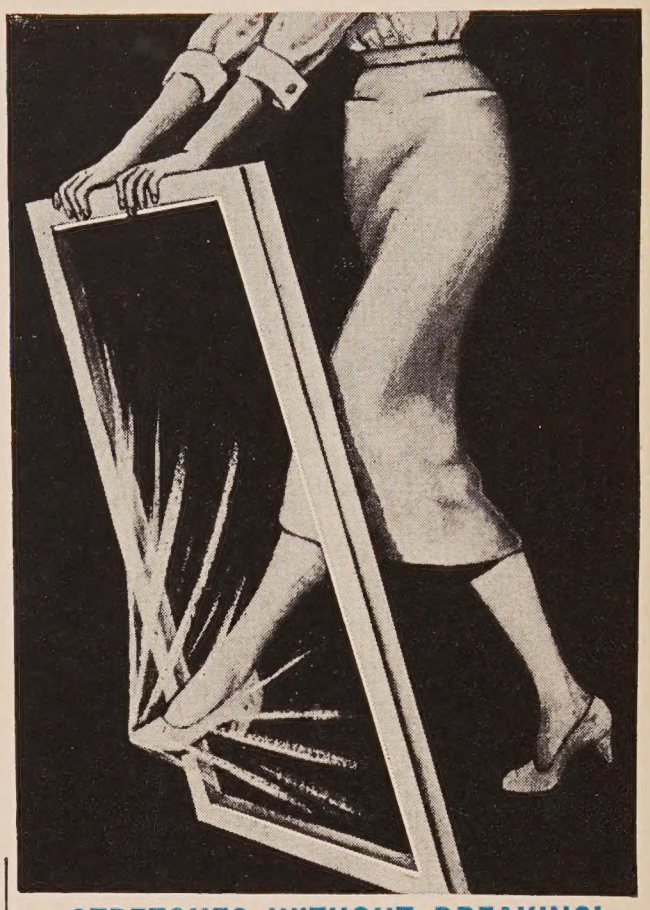
For years, demand for Trans-Kleer has outstripped the supply. Lucky buyers of the first windows told their neighbors and the word spread. Last year alone, over 2,000,000 were sold, yet thousands of folks were disappointed when the supply ran out. Advertising had to be curtailed and our huge supply was exhausted earlier than anticipated. There will be another wild scramble for them this year. Production has been planned for 2,500,000 windows this year—but even this huge total might not be enough unless you act FAST!

Test In Your Home AT OUR RISK!

Here's your chance to get Trans-Kleer on a HOME TRIAL BASIS. You can't lose a single penny. Mail the coupon below and a 36 by 432-inch kit—108 SQUARE FEET—will be shipped you immediately, complete with Adheso border. Deposit only $4.95 plus postage with the mailman. Try TWO windows inside any room. Test them -see for yourself how they seal out drafts. Compare the temperature—any 25c thermometer will do—compare with any other room in your home. See the difference — feel the difference! Then if you're not convinced they're every bit as effective as any storm window—why, just keep the TWO windows and return the balance and get your $4.95 back at once!

Avoid Disappointment—Order Now!

Millions of folks in the U. S. and Canada are reading this same ad in hundreds of magazines and newspapers. Despite enormous production facilities, the REYNOLDS ALUMINUM people can turn out so much and no more! Don't wait until it's too late! Play safe! Rush the coupon NOW! If you wish to save postage cost, send check, cash or m. o. for $4.95 and the windows will be shipped postage free.



STRETCHES WITHOUT BREAKING!

This amazing storm window stretches without breaking! Has tensile strength of over one ton per square inch! Push it with your foot—it stretches—then springs back undamaged! Developed for Armed Forces in last war. Installs quickly, easily inside windows of all sizes. Made by world-famous REYNOLDS METALS COMPANY.

ADVICE TO READERS

To Obtain Best Results From Storm Windows

All types of Storm Windows, glass, thermopane, plastic can save many dollars in fuel bills if used right. Follow these 5 rules for best results: 1.—Check all leaks. 2.—Make sure windows fit tight. 3.—Caulk aluminum type before installing. 4.—Store wooden frame type in dry place to prevent warping. 5.—Replace all cracked panes at once. Trans-Kleer ends storage, caulking problems, shattered glass, panes to replace, leaks to seal! No hard toil to put on or remove! Put on quick INSIDE regular window with new, improved ADHESO border. Lift Adheso border to let stale air out. Press back and you have perfect sealed-in insulation again! (See picture) Freezing weather is coming. Play safe! Order your TRANS-KLEER windows NOW! MAIL COUPON TODAY!

THORESEN'S, Dept. 126-M-47

352 Fourth Ave., New York 10, N. Y.

CANADIANS: Same price! Same guarantee! Order from our Canadian Subsidiary: THORESEN LTD., 45 St. James St., West, Dept. US-47, Montreal 1, Que.

RUSH FOR FREE HOME TRIAL!

Thoresen's, Dept. 126-M-47
352 Fourth Ave., New York 10, N. Y.

RUSH .... kits of Trans-Kleer measuring 108 sq. ft. each, enough for 10 windows averaging 10.8 sq. ft. each. Include improved Adheso Sealing Border and easy picture instructions at no extra cost. I will try 2 windows and if I'm not satisfied for any reason, I'll return the remainder within one week for FULL REFUND of my money. I will keep the 2 windows free.

☐ Payment enclosed. Send Prepaid. ☐ Send C.O.D. plus postage.

CHECK AMOUNT DESIRED

☐ 1 KIT (108 sq. ft.) for 10 windows—4.95

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- ☐ Television Technician

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- ☐ Diesel Locomotive
- ☐ Locomotive Engineer
- ☐ Section Foreman

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RAILROAD MAGAZINE

The Magazine of Adventurous Railroading—Founded 1906

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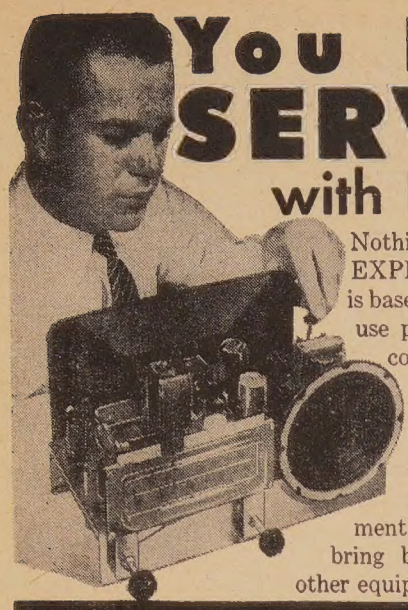

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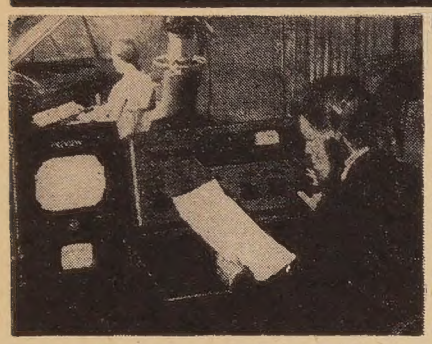
I Will Train You at Home in Spare Time to be a RADIO-TELEVISION Technician



TELEVISION Making Jobs, Prosperity

25 million homes have Television sets now. Thousands more sold every week. Trained men needed to make, install, service TV sets. About 200 television stations on the air. Hundreds more being built. Good job opportunities here for qualified technicians, operators, etc.

J. E. SMITH, *President*
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Training PLUS opportunity is the PERFECT COMBINATION for job security, advancement. When times are good, the trained man makes the BETTER PAY, gets PROMOTED. When jobs are scarce, the trained man enjoys GREATER SECURITY. NRI training can help assure you and your family more of the better things of life. Radio is bigger than ever with over 3,000 broadcasting stations and more than 115 MILLION sets in use, and Television is moving ahead fast.

N.R.I. Training Leads to Good Jobs Like These

I TRAINED THESE MEN

"I have progressed very rapidly. My present position is Studio Supervisor with KEDD Television, Wichita."—Elmer Frewaldt, 3026 Stadium, Wichita, Kans.

"Fix sets part time in my shop. Made about $500 first three months of the year. Could have more but this is about all I can handle."—Frank Borer, Lorain, Ohio.

"I've come a long way in Radio and Television since graduating. Have my own business on Main Street."—Joe Travers, Asbury Park, New Jersey.

"I didn't know a thing about Radio. Now have a good job as Studio Engineer at KMMJ."—Bill Delzell, Central City, Nebraska.

BROADCASTING: Chief Technician, Chief Operator, Power Monitor, Recording Operator, Remote Control Operator. SERVICING: Home and Auto Radios, Television Receivers, FM Radios, P.A. Systems. IN RADIO PLANTS: Design Assistant, Technician, Tester, Serviceman, Service Manager. SHIP AND HARBOR RADIO: Chief Operator, Radio-Telephone Operator. GOVERNMENT RADIO: Operator in Army, Navy, Marine Corps, Forestry Service Dispatcher, Airways Radio Operator. AVIATION RADIO: Transmitter Technician, Receiver Technician, Airport Transmitter Operator. TELEVISION: Pick-up Operator, Television Technician, Remote Control Operator.

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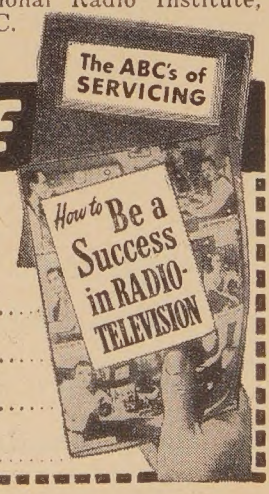

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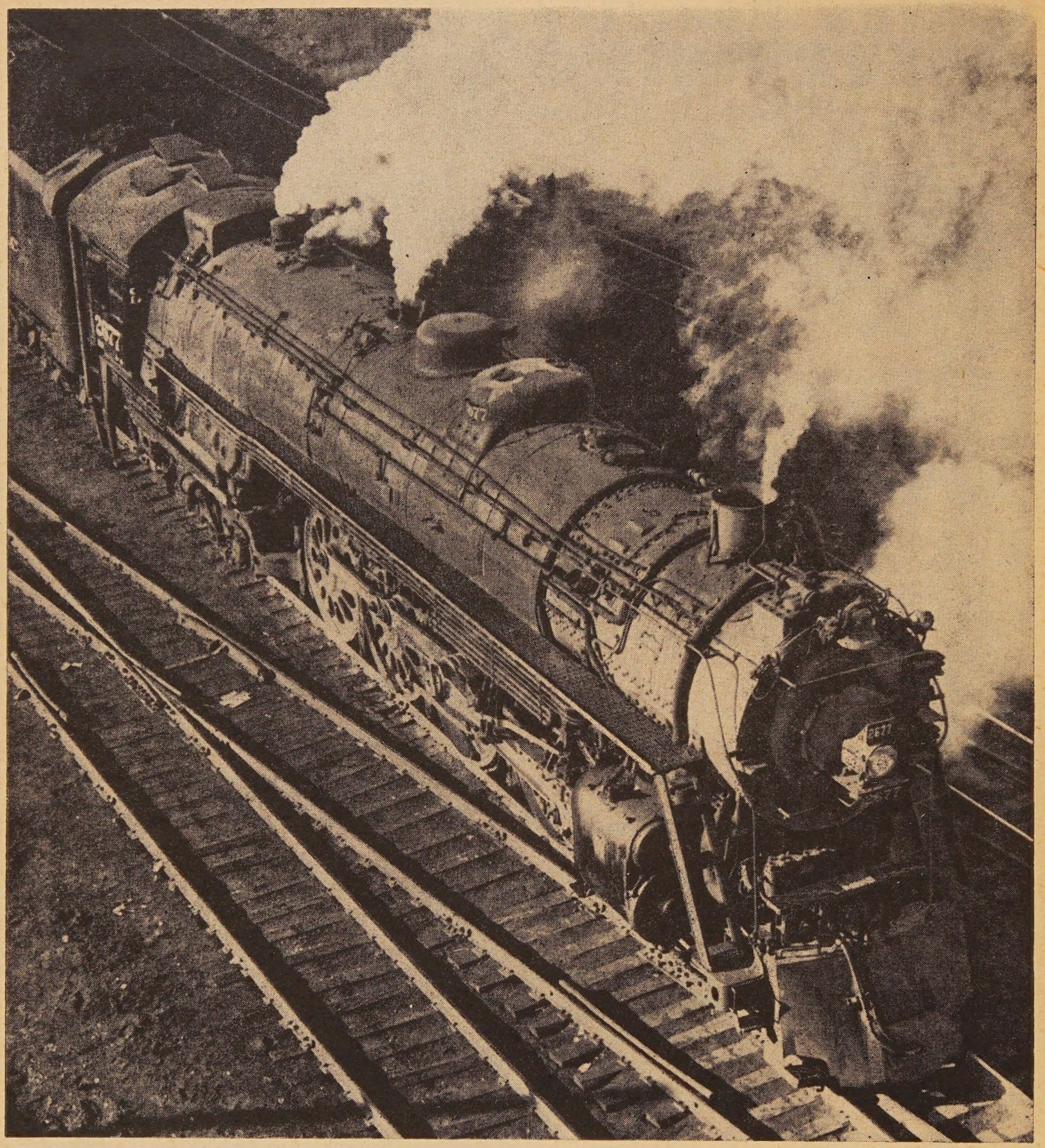


H. W. Pontin, Rail Photo Service

Trailing steam in the sunshine, this Northern Pacific 4-8-4, No. 2677, once wheeled the *North Coast Limited* out of St. Paul.

MAIL CAR

Running Orders, Waybills, and Sandhouse Gossip—from Railroaders, Fans, and the Editorial Crew

BRACE YOURSELF! The Chesapeake & Ohio is now using a leased, two-engine, passenger plane for "flying business trips" of its brass hats. The DC-3, painted C&O blue and yellow, bears on its nose the slogan "C&O for Progress." Among other things, its equipment includes a typewriter and a desk.

Says the road's president, Walter J. Tuohy: "C&O officers will travel by train, as now, when that is the best way to go. For instance, to get on a train in the heart of a city, travel at night, and arrive in the heart of another city the next morning is an efficient way to make a trip. Also, as now, we will use regular airlines when that is best. However, C&O's own plane will enable our officers to cover more efficiently over 5,000 miles of C&O railroad operation."

Airline publicity men seized upon the

news with glee. *The New Yorker* commented: "The advertising world must have reeled when the C&O announced that it was leasing a Capital Airlines plane for its executives' use. Is this the quiet, safe, sure, comfortable, dependable means of travel that the railroads have persistently enjoined us to stick to?" •

DAY AFTER DAY we get letters from two different types of readers. Both types are sincere, well meaning, and insistent. One type urges: "Drop all fiction stories; stick to facts and photos!" The other group wants us to *increase* the amount of space we give to fiction stories because they "can't find railroad fiction anywhere else."

Some correspondents—both types—threaten to stop buying the magazine unless we heed their advice. Other pen pals—also both types—predict sadly that the magazine will fold up if we don't do as they suggest.

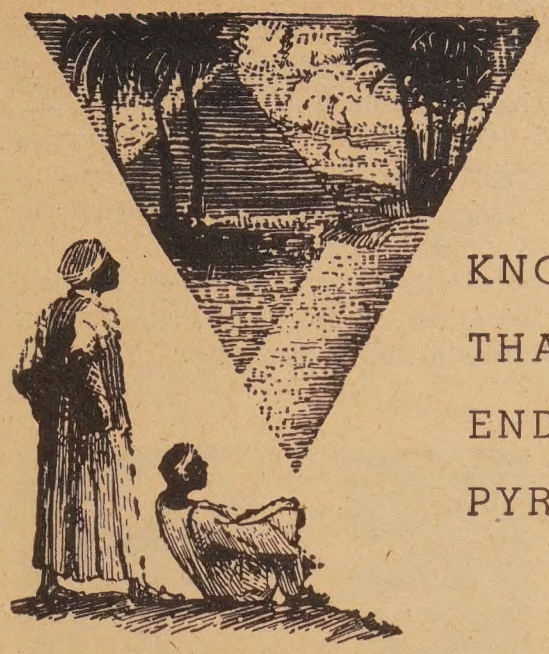
Now then, before we go mad and start cutting out paper dolls, will someone please tell us how to satisfy *both* types of readers at the same time? •

HARRY BEDWELL made an inspection trip over the entire Denver & Rio Grande Western some time ago to gather material for a write-up. He recalls a conversation with the superintendent of telegraph at Denver: "I said that many years before I had been employed by the Rio Grande as a telegrapher. The official walked over to a bank of filing cabinets, pulled out a drawer, ruffled through it, and handed me a card. It was my old D&RGW service record. Just that easy to find!"

On another occasion Harry wrote a sketch of himself for the *Keeping Posted* section of a *Saturday Evening Post* that would carry a Bedwell fiction story, and in it he mentioned that he'd once worked for Jim Hill.

"Soon after the magazine came out," he tells us, "I received a letter from Donald Ashton, the Burlington's executive assistant at Chicago. Mr. Ashton had read my story and sketch. He gave the dates I'd been on the St. Joe Division and asked, 'Are you the same Bedwell?' I was. Jim Hill controlled the CB&Q at that time. It all goes to show how the railroads keep your record available."

Bedwell is currently pounding brass for the Southern Pacific. His address is Washington Star Route, Nevada City, Calif. •



KNOWLEDGE THAT HAS ENDURED WITH THE PYRAMIDS

A SECRET METHOD FOR THE MASTERY OF LIFE

WHENCE came the knowledge that built the Pyramids and the mighty Temples of the Pharaohs? Civilization began in the Nile Valley centuries ago. Where did its first builders acquire their astounding wisdom that started man on his upward climb? Beginning with naught they overcame nature's forces and gave the world its first sciences and arts. Did their knowledge come from a race now submerged beneath the sea, or were they touched with Infinite inspiration? From what concealed source came the wisdom that produced such characters as Amenhotep IV, Leonardo da Vinci, Isaac Newton, and a host of others?

Today it is known that they discovered and learned to interpret certain *Secret Methods* for the development of their inner power of mind. They learned to command the inner forces within their own beings, and to master life. This secret art of living has been preserved and handed down throughout the ages. Today it is extended to those who dare to use its profound principles to meet and solve the problems of life in these complex times.

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AMENHOTEP IV
FOUNDER OF EGYPT'S MYSTERY SCHOOLS

MEMORIES. A recent issue told how Mabel Peck waded through a track washout to save a train near Blair, Neb., in 1890. "At that time," writes Roy Johnson, Box 983, Ardmore, Okla., "I was a boy of eight living ten miles south of Blair. I remember the road involved, the Fremont, Elkhorn & Missouri Valley (now part of C&NW) and, in its Fremont yards, a little 4-wheeled switcher whose stack was bigger in diameter than her boiler. Also I remember the blizzard of Feb. '88, in which hundreds of children returning from school were frozen to death. My father was snowbound for more than a day in a FE&MV train at Wahoo, Nebraska." •

I MADE a good many miles on both of the Lackawanna engines, Nos. 1131 and 789, shown on your June '55 cover," comments ex-fireman Marcus D. Beck, 248 Carlisle Drive, Miami Springs, Fla., "For a long time we had the 1131 as regular engine on ED-1 and EB-2, the Elmira-Buffalo local freight. I also trod her deck for countless miles in extra passenger service. She was a high-stepping gal.

"If I could have a dollar for every shovel of coal I put into the 789's hungry maw I could retire for life—and I'm still under 40. Yeah, I rode her plenty of miles on the Binghamton-Ithaca local freight. We called her the Lone Ranger because she was the only engine to turn a wheel on the Ithaca branch for many months. Later, she regularly pulled a ballast-cleaner.

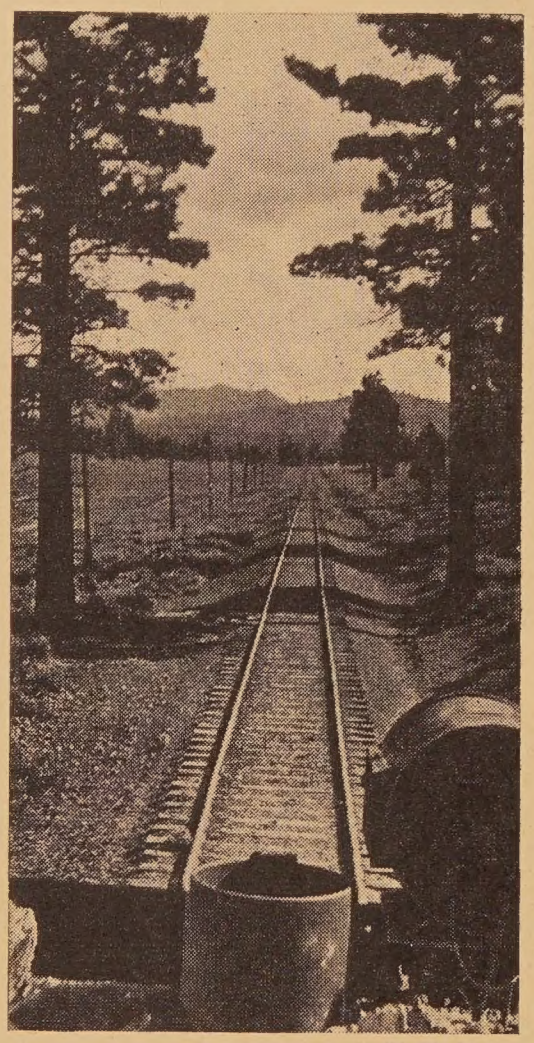
"Those old 700's made many a dollar for The Route of Phoebe Snow, and blistered faces and hands, and backaches for the man at the scoop. Riding the right-hand side was no picnic, when she was cutting her ashes." •

GLAMOUR. "You often hear it said that railroading has lost its glamour," writes Robert K. Anthis, 510 E. Kingsbury, Springfield, Mo. "I refer to the feeling for smoke-belching locomotives, steam, open coach windows, 'doubling the hill,' and so on."

Bob challenges this viewpoint. His own career years ago was pretty rugged. Today he is general chairman of Frisco Division 32, Order of Railroad Telegraphers.

"Railroads still have glamour," he says, "but a different kind—the sleek streamliner, with its luxurious lounge and room cars, gliding to a smooth stop. Present-day employes, too, are different. Alert, well-groomed, young fellows with college degrees have replaced most of the old rough-and-ready 'rails,' but they have to hit the ball."

Our dictionary defines *glamour* as "alluring and often illusory charm . . . fascination . . . magic or enchantment . . . spell . . . witchery." You'd have to stretch the meaning of the word quite a bit to cover roomette cars and frequent visits to the barber shop. •



J. W. Flickinger

Hobart Southern mainline from No. 4's tender before line was torn up in 1939.

CANADIAN NATIONAL engineer F. M. Powers, 17 McGowan Ave., North Kamloops, B. C., Canada, had an experience one day in 1914 that reminds us of a Lincoln story. Abe Lincoln, dressed in his Sunday best and riding a horse, was distressed to see a pig hopelessly stuck in the mud. The tall man dismounted. He tugged and sweated until he freed the pig. Then he resumed his journey—with a muddy suit but a light heart.

Mr. Powers recalls: "I was firing for a Canadian Northern hogger, Walter McClellan, hauling gravel into Edmonton, Alta., when Walter stopped suddenly and pointed.

" 'See that horse bogged down in the swamp by the right-of-way fence?' he asked. 'Maybe we can help him.'

"We backed over to the spot. I got off and spoke to the horse. He was mired in muskeg above his belly. His big brown eyes seemed to be pleading. I boarded the engine again. Highballing to the nearest station a quarter-mile away, we found a 50-foot coil of thick rope and two planks. These we loaded onto our pilot.

"Then we chugged back to the horse and shoved one plank over the ground toward him. It reached about to his shoulders and held my weight. Pushing the other plank ahead of me, I managed to get alongside the horse. Other crew men uncoiled the rope and passed it out to me.

"Meanwhile, the horse showed his good sense by standing perfectly still. He must have known what we were doing. I rolled up my sleeves, reached down into the muskeg, looped the rope between his forelegs and around his body, and knotted it. In doing so, I had to lay on his back.

"The rope's other end I tied to our engine and while I stayed out on the plank, facing the horse, Walter gently eased the slack. As soon as the beast felt himself being drawn slowly ahead, he cooperated by moving his legs. At length he reached firm ground.

"An old man showed up then. He'd come to Alberta to homestead and the horse was just about his only possession. For most of the day he'd been trying in vain to free the animal. Sure, he was thankful. But I'll never forget the look of gratitude in the horse's eyes." •

LOOKING BACK at his railroad memories, Bill Knapke, retired SP conductor, Orinda, Calif., writes:

"Some of them were very real . . . the sway and rumble of a caboose, lurching through the darkness . . . the green gleam of distant order board against the sky . . . the swing of your partner's lantern giving you a signal . . . the solemn mystery of a line of freight cars as you walk along the silent row . . . these and a thousand, thousand more come and go across your mental horizon and the years fall away and once more you are young and supple and full of life." •

PIG'S EYE YARD along the Mississippi River at St. Paul, Minn., will be enlarged and modernized by its

(Continued on page 11)

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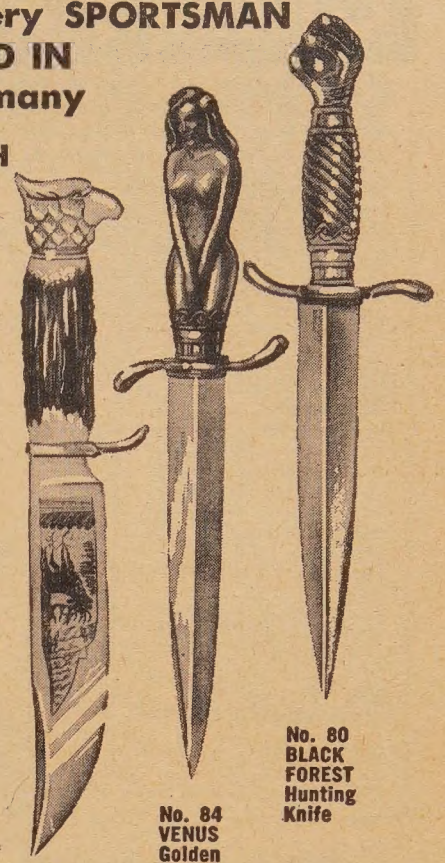

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No. 84 VENUS Golden Hued Handle

No. 80 BLACK FOREST Hunting Knife

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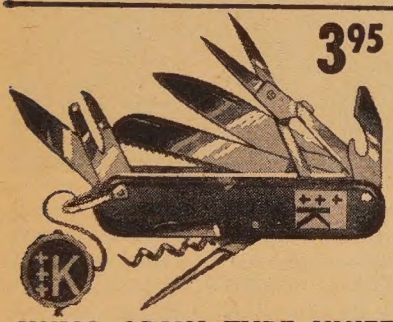

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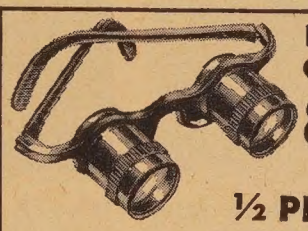

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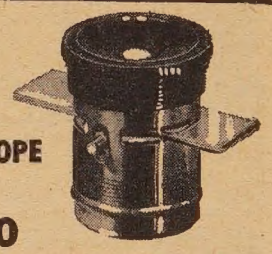

Measures but 2¼ Inches—but this microscope from West Germany gives **GIANT POWER & PERFORMANCE!** Metal design — optically ground precision lenses. Gives 2,500 times area magnification! Clear, sharp images—see Nature's wonders, examine liquids, textiles, insects, cells, stains, tissue, etc. 2 special slides given. Simple eyepiece focusing.

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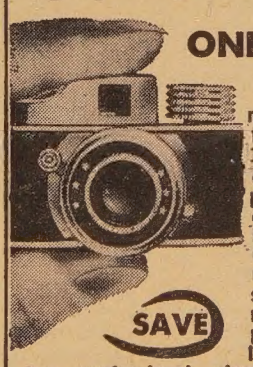

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This precision-make camera is tiny—only 2" by 1¼" Designed for detective & espionage work; can be hidden in palm of hand. Gives pictures of unbelievable sharpness! All metal, gold plated. Coated lens, speed shutter, professional viewfinder. Instant **AND** time settings. Snap in secret—makes great candid shots! **FREE** with each camera: pigskin leather case & 2 rolls of film. Special family price—3 for 7.98.

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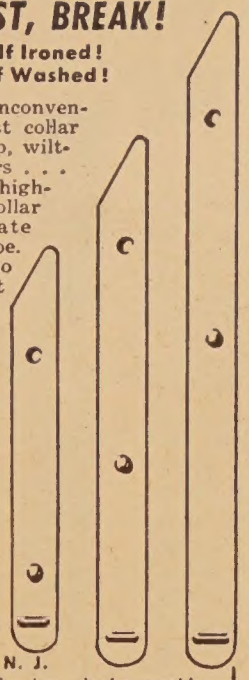

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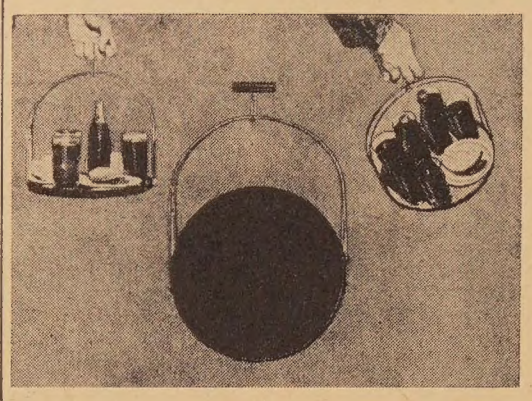
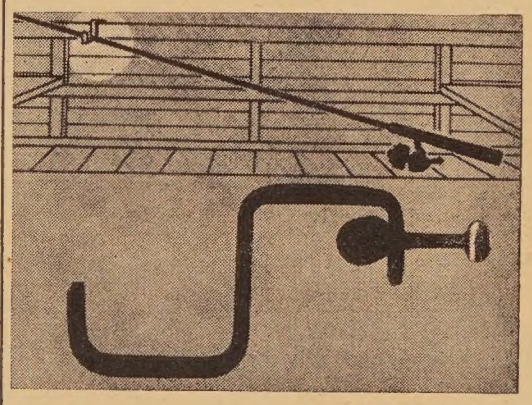
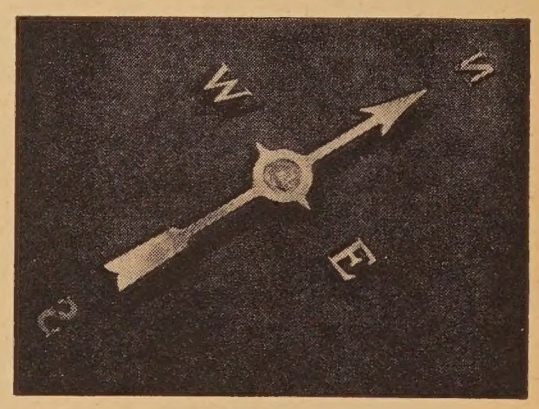


Look closely at the above and you'll see that even though tray is tilted, nothing is spilling. The good man that makes it calls it spill-proof. We tried it, and he's right. *No matter how you carry or tilt tray, whatever is on it won't spill.* Has brass wire frame, cork liner; in black or red, $4.50; in copper, $5.75 ppd. Quality Bazaar, Box 683, Grand Central Sta., N.Y.

Both of these booklets could save you a lot of grief—one will tell you how to make a will, the other how to get married or divorced. (Lay this one on the old lady's coffee table, and she'll come into line.) Both cover hows and whys of laws in all 48 states, and in simple language. Specify will, or marriage and divorce book. Each, $1 ppd. Gerard, 329 East 65th St., N.Y.



The good man that came up with the little gadget above is a practicing fisherman and hunter who wanted a safe rest for his rod or gun when he was out in a boat. This rack-clamp provides just that. Rubber-coated aluminum, it fits gunwale of most boats and canoes, keeps rod or gun within easy reach, and where it won't be stepped on. $1 ppd. Burgill Co., 267 Fifth, N. Y.



If you'll look closely at the above, you'll see the N and S are upside down. Reason is to show spurs on the back (same on arrow and other letters) that'll let you sink this permanently in your lawn, patio or terrace. Solid brass, and beautifully molded, unit measures 13¾"x3½". Choice of duck or fish center insert. $14.50 ppd. 24"x5¾", $24 ppd. Manor Crafts, 41 Crescent, Albany, N. Y.

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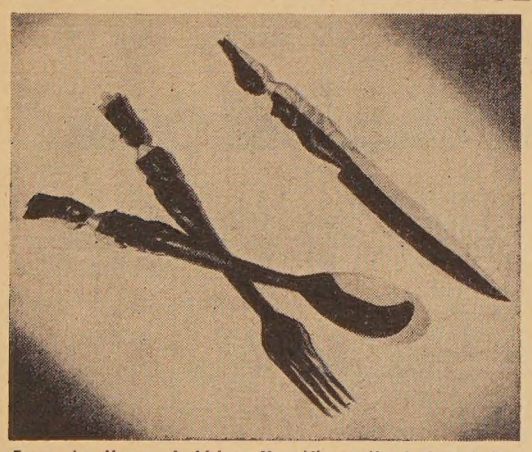

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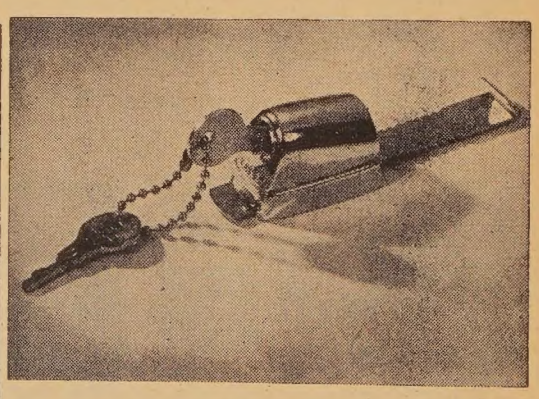

If you're planning on doing any traveling in the near future, one of these little locks will be a good thing to haul along. It'll lock practically any door, desk or bureau drawer or cabinet that you want. Takes about two seconds to hook up. Good protection on a trip or at home, lock is chrome-plated. Comes for $2.98 ppd. From Garde Products, Box 255, Flushing, N. Y.

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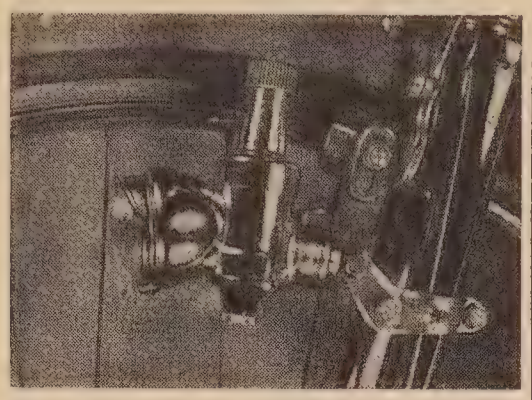
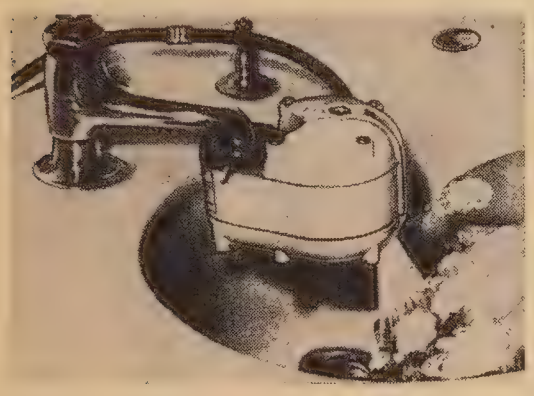
All products shown here may be obtained directly from indicated sources. Send check or money order with your order. Manufacturer will refund full purchase price on prompt return of unused, non-personalized items. This department is not composed of paid advertising.

If you've been thinking about buying an air mattress, this tufted type is far more comfortable than the tubular ones—you lie flat, and it's hard to roll off of one. Made of tough, heavy vinyl plastic, it measures 2x6 ft. can be inflated orally or by a pump. Has shut-off auto-type valve. Excellent for beach or lining for sleeping bag. $14.75 ppd. Alan-Clarke, 96 Chambers, N.Y.

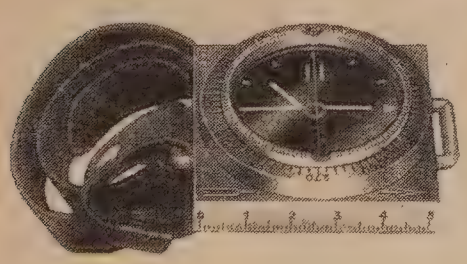


This generator flashlight for bicycles develops a continuous powerful beam equal to that you'd get from 4 batteries. Small and compact, it weighs just 11 ozs., fits most bikes. Made in France, it mounts on left side of front fork. $6.95 ppd. An aluminum tail-light with wire that'll work off same generator, $1.50 ppd. Cycle Sport Shop, 6447 Michigan, Detroit, Michigan.



One of the best water heaters we've seen, this completely safe unit is easily attached to any cold faucet up to 15/16", will give you hot water within a couple of seconds. Faucet regulates temperature. Operates off AC, weighs only 3 lbs. and it's guaranteed for 1 year. Excellent to pack along on a trip, for shops, garages, etc. $19.95 ppd. Greatex Products, 890 6th Ave., New York.

Seems the man who makes the above just came back from Europe where every beer hall has a couple of huskies trying their strength with one. Simply, it's a finger tug-of-war. Leather Tuf-Tug has loop at ends for yours and your opponent's finger. Idea is to see who can pull the other guy out of his chair, $1 ppd. Tuf-Tug, 8 West 16th St. (G-11), New York, N.Y.



For any sportsman—a lightweight (2 oz.) duraluminum liquid compass with a dial-mounted needle and luminous markings. Has a black face and lucite lens. Liquid-dampened needle stops instantly in any position. Bearings can be read directly from scale. Measures only 2x2". Handy for outdoorsman and perfect for small boats. $7.50 ppd. Continental Arms, 697 Fifth Ave., N.Y.

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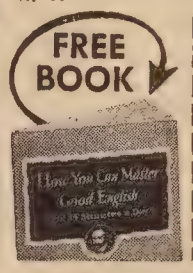

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Box 46977, Los Angeles 46, Cal. Dpt. F-11

Why Railroads Support an Up-to-Date Transportation Policy

Consider the extraordinary situation that the railroads of this country face today.

Here is a fundamental industry, performing a service essential in peace and irreplaceable in war; providing, maintaining, and continually improving — at its own expense — the roadways and other extensive facilities which it uses (and paying taxes on them besides); directly employing more than one million people; operating with steadily increasing efficiency; and financed conservatively, with a steadily decreasing total of fixed charges.

Yet here is an industry which earns a return on investment of only about 3½% — among the very lowest of all industries; an industry so restricted by the application of laws governing transportation that frequently it is not permitted to price its services on a competitive basis.

☆ ☆ ☆

How can such a situation have arisen in a nation devoted to the classic concepts of free enterprise and equal opportunity?

An important part of the answer is clearly indicated by the recent report of the Presidential Committee on Transport Policy and Organization created last year by President Eisenhower. This Committee consisted of five members of the President's Cabinet and two other high government officials, charged with responsibility for making "a comprehensive review of over-all federal transportation policies and problems."

The report of the Committee, released by the White House in April, opens with this sentence:

"Within the short span of one generation, this country has witnessed a transportation revolution.

"During this same period," the report continues, "government has failed to keep pace with this change . . . regulation has continued to be based on the historic assumption that transportation is monopolistic despite the . . . growth of pervasive competition. The dislocations which have emerged from this intensified competition, on the one hand, and the restraining effects of public regulation on the other, have borne heavily on the common carrier segment of the transportation industry . . .

"In many respects, government policy at present prevents, or severely limits, the realization of the most economical use of our transportation plant."

To the end that all forms of transportation should be developed to their greatest economic usefulness, the Cabinet Committee recommended, among other things, that:

"Common carriers . . . be permitted greater freedom, short of discriminatory practices, to utilize their economic capabilities in the competitive pricing of their services . . ."

☆ ☆ ☆

Legislation to give effect to Committee recommendations has been introduced in Congress.

Passage of this legislation would not give railroads any rights that other forms of transportation do not already have or would not receive. The legislation recognizes that each of the competing forms of transportation has advantages in handling different kinds of shipments, moving between different points and over different distances. It proposes that each type of carrier be given the freest opportunity to do the job it can do best, at the lowest reasonable cost.

That's the way toward the best and most economical service, to the benefit of businessmen, taxpayers, and the consuming public—which, in the end, pays all transportation costs.

For full information on this vital subject write for the booklet, "WHY NOT LET COMPETITION WORK?"

ASSOCIATION OF AMERICAN RAILROADS
742A TRANSPORTATION BUILDING
WASHINGTON 6, D. C.

(Continued from page 6)

owner, the Milwaukee Road, as an electronically operated freight car classification yard using both route switching and retarder speed control. This project, costing about $5,000,000, is in line with a national trend, as you will note from our leading article, "Push-Button Railroading." •

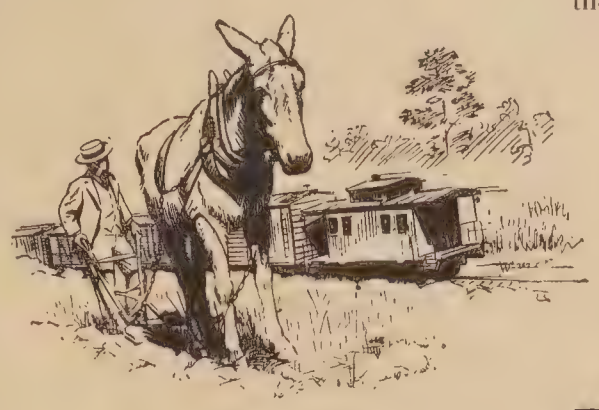
OVERSEAS subscriber Arthur J. Richards writes from his home at 21 Briarfield Rd., Tyseley, Birmingham, England: "Looking through my old correspondence, I am impressed by the vast number of North Americans who show interest in British locomotives. Some ask for photos. Others want plans and drawings to guide them in building models of such notable engines as the *Royal Scot*, the *King George V*, the *Great Northern*, the *Lady of the Lake*, and the *Hardwicke*." •

51 YEARS ago a farm boy named P. B. Bridges stuck his pitch fork into a hay mow, shut the barn door, and left his family acres near Jackson, Miss., to go railroading. Today he is general superintendent of the Gulf, Mobile & Ohio but has never lost his love of the soil. One morning when Mr. Bridges was a trainmaster, reports the *GM&O News*, he boarded a local freight before daybreak and dropped off at a water tank to wait for another train. As the hot sun climbed the sky he watched a boy plowing a field. The old familiar sight evoked memories.

"Son," he said softly, "how about letting me plow a while?"

The lad nodded. "Sure, go ahead."

Afterward, on the train Bridges had been waiting for, a flabbergasted flagman told his conductor: "When I went out to protect the rear I saw the trainmaster on a hilltop—plowin' a white mule!" •



LAST RUN of the GM&O's *Little Rebel* was described by Bob Landry in the Bogalusa, La., *News*. He says that the South's first streamliner, dulled by wind and rain, a far cry from the shiny stainless-steel streak that revolutionized train travel in Dixie, spoke a series of hoarse nostalgic warnings at the Superior Avenue crossing in Bogalusa and then wended her fateful way northward.

Only a few people were there to wave farewell, mostly railroad men: Mike Reagan, general foreman at Bogalusa shops; George Glover, chief dispatcher; A. O. Buckingham, general freight agent, and a handful of yard crew. Two decades ago, when the *Little Rebel* was young and lovely, an enthusiastic throng greeted her at almost the same spot.

Bob quotes the old ballad, sung to the tune of *Birmingham Jail:*

Down in the valley,
Valley so low,
Late in the evening
Hear the train blow!
That train doesn't stay, love;
It goes right on through;
And now it is gone, love,
And so are you.
That train has past, love;
It's now out of sight.
Good night, my darlin'!
Darlin', good night! •

BRITISH RAILWAYS ex-fireman Harold W. Fenton, now living at Kitimat, B. C., Canada, is proud of the railroad blood in his family and says our magazine does a lot to keep up his spirits.

"The steam locomotive suggests life, which the diesel doesn't," he states. "Its flashing side-rods and pounding cylinders make you think of unleashed power and endurance. Its staccato and thunderous exhaust and its wildly billowing smoke plume put adventure into travel.

"My favorite section in any magazine is your interesting and well-handled *Information Booth*. I was glad to see that the October issue gave it ten pages. Barbara Kreimer's pretty face is an added attraction." •

(Continued on page 62)

The Milwaukee Road

The Milwaukee Road's sleek *Twin Cities Hiawatha* flashes along banks of the Mississippi River near Winona, Minn.

Norfolk & Western boasts that its remodeled westbound terminal coal yard at Portsmouth, Va., is the first completely

PUSH-BUTTON RAILROADING

The French Robot Train Points Up the Fact that Modern North American Control Panels Have Produced a Brand of Operation Such as the Oldtime Link-and-Pin Boys Never Dreamed Of

by FORREST K. VAN HORN

Norfolk & Western Railway

automatic switching operation in the United States. (Above) Receiving yard as seen from assistant yardmaster's office.

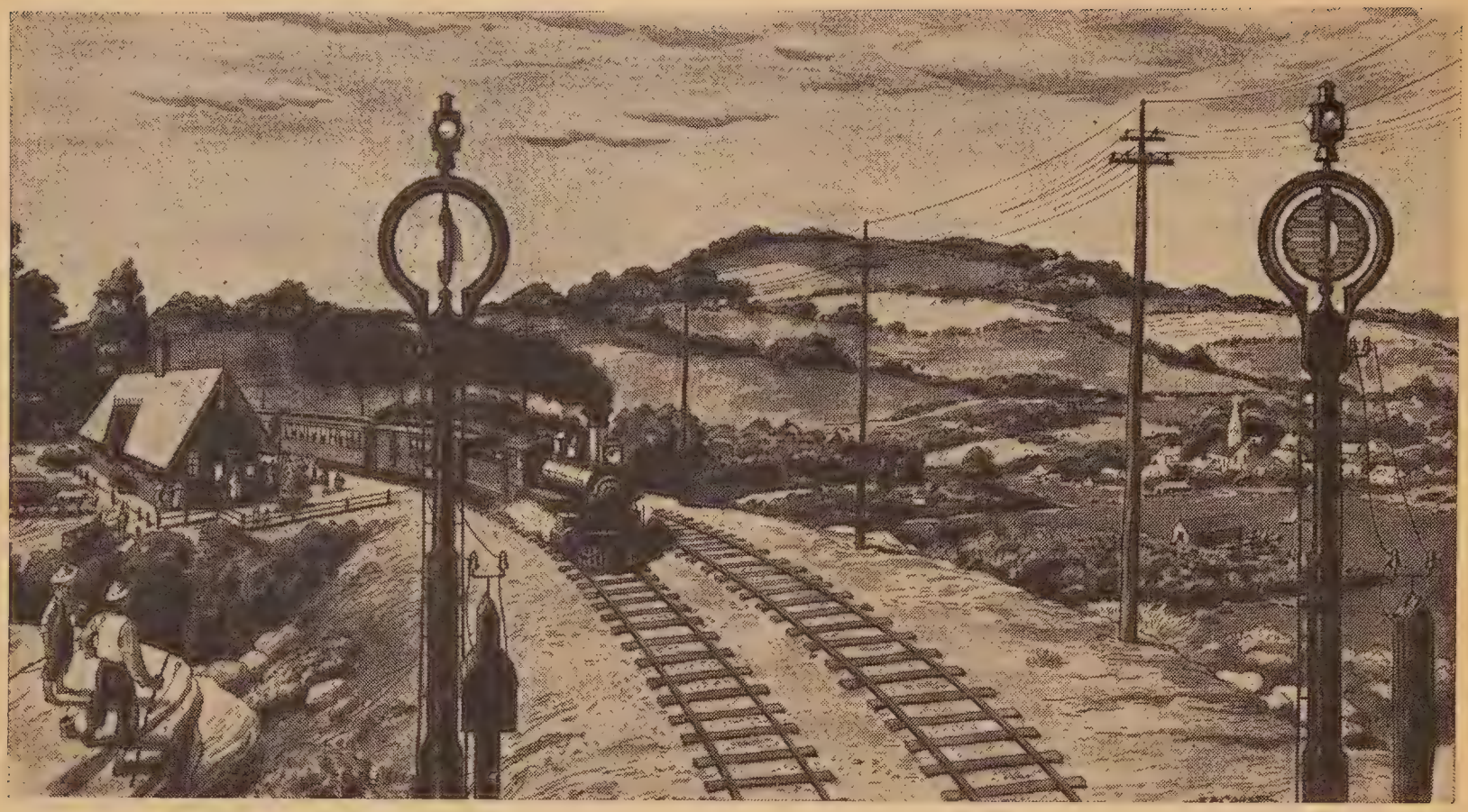
THE ROBOT TRAIN with which the French National Railroads astonished the world last April is causing repercussions on both sides of the Big Pond. If the French can operate a train under remote control at high speed for eleven miles with no one aboard, as they actually did, why can't the same principles be applied to longer runs on Class I roads in the States and Canada?

They can and will. Years before the Robot Train highballed from one Gallic village to another, North American engineers were boldly planning an electronic future. More and more the railroad industry is becoming a system of push-buttons and control panels. The yard that hasn't these features today is pretty much outdated.

Norfolk & Western boasts that its modernized westbound coal yard at Portsmouth, Va., is the first completely automatic switching operation in America. Pacific Fruit Express ices its cars with a gigantic push-button machine. Atlantic Coast Line has division-wide direct radio communication between train crews and operating personnel on its Western Division. These are but a few of the many innovations you can find today in railroad circles.

North American ears perked up with the news that microwave transmission will be used in operating a 90-mile railroad nearing completion in Venezuela. There, two-way traffic will be guided centrally on the single-track main line.

All these things, added to piggybacks, low center-of-gravity passenger trains, double-deckers and dome cars, private dining rooms and shower baths aboard trains, not to mention other luxuries and new techniques, combine



Pennsylvania Mutual Magazine

A primitive automatic block signal system was first installed on the Fitchberg Railroad in 1878. Operated by weight-driven clockwork, its exposed disc showed stop when a train entered a track circuit.

Pennsylvania Railroad, from an old print.

Pennsylvania predecessor, the United N.J. Canal & RR. Co., boasted the first American manual block system. Device went into operation between Kensington, Pa., and Trenton, N. J., in 1863.

to make a brand of railroading that the link-and-pin boys never dreamed of.

Did it ever occur to you that the locomotive of tomorrow *may* be built without a cab? "Space cadet stuff!" you snort. Not at all. Read the history of cabooses. At first, no cupola. Then a long and exciting era of little red chariots with doghouses. Finally, completing the cycle, car builders again are turning out flat-topped cabooses. Who will dare to predict that the locomotive will not go through a comparable cycle?

The earliest iron horses had no cabs. Hardy enginemen stood on uncovered platforms exposed to blistering sun and biting sleet. Then came the locomotive cab with windows. Recently we've seen yard goats without windows. Maybe fifty years hence there won't even be a cab.

"But if there is no engine cab," you ask, "will the crew of the future stand on a bare platform?"

The answer to that is easy.

There may not be any crew. Listen to W. G. Salmonson, the Pennsy's chief engineer of signals. "Today," he says, "a train could run safely from Philadelphia to New York with no one in the engine cab."

Yes, it could! The French have demonstrated that much. Railroading in the future may consist largely in giving orders to robots. There just won't be any wrecks—we hope—and if there are, they will be bloodless. The "new look" on the high iron is electronics. Push-buttons throw switches and signals many miles from the control centers, while television and radar are doing better-than-human jobs for safety and operating efficiency.

Although the railroads use fail-safe and other electronic devices, they have not yet abandoned some of the older practices. Modern signals, for example, afford a seemingly positive protection against accidents, but when a train stops between stations the flagman still walks back "a reasonable distance" to protect the rear. And he still carries the old tools of his trade —flags, lanterns, track torpedoes, and fusees.

FAIL-SAFE signaling springs into action at even a minor disturbance. One day recently the enginemen of an eastern railroad were puzzled by the erratic performance of centralized traffic control signals. Investigation showed the trouble to be an invasion of red ants. They would get between the relay points and change the signals to red. When they fell away, the circuits woud go back into service.

Such invasions are not uncommon. Bees and snakes occasionally disrupt rail service by housekeeping in relay cases. But whatever the cause, the fail-safe standards of signaling reveal the danger.

The search for safer service dates back to the beginning of railroads, when trains ran in both directions over the same track and you had to keep them apart. One effort to achieve this involved the lowly broom. Tied to the front of the last locomotive bound in one direction, it served notice to opposing traffic that the road was clear.

One primitive safety device designed to keep trains apart was the center post. Trains bound either way on a single track would proceed to this post, which was erected midway between sidings, and stop there. The late arrival had to back to the nearest siding to let the opposing train pass. For that reason it became a matter of pride for a hogger to arrive first. Racing for the center post became a common, but dangerous, sport.

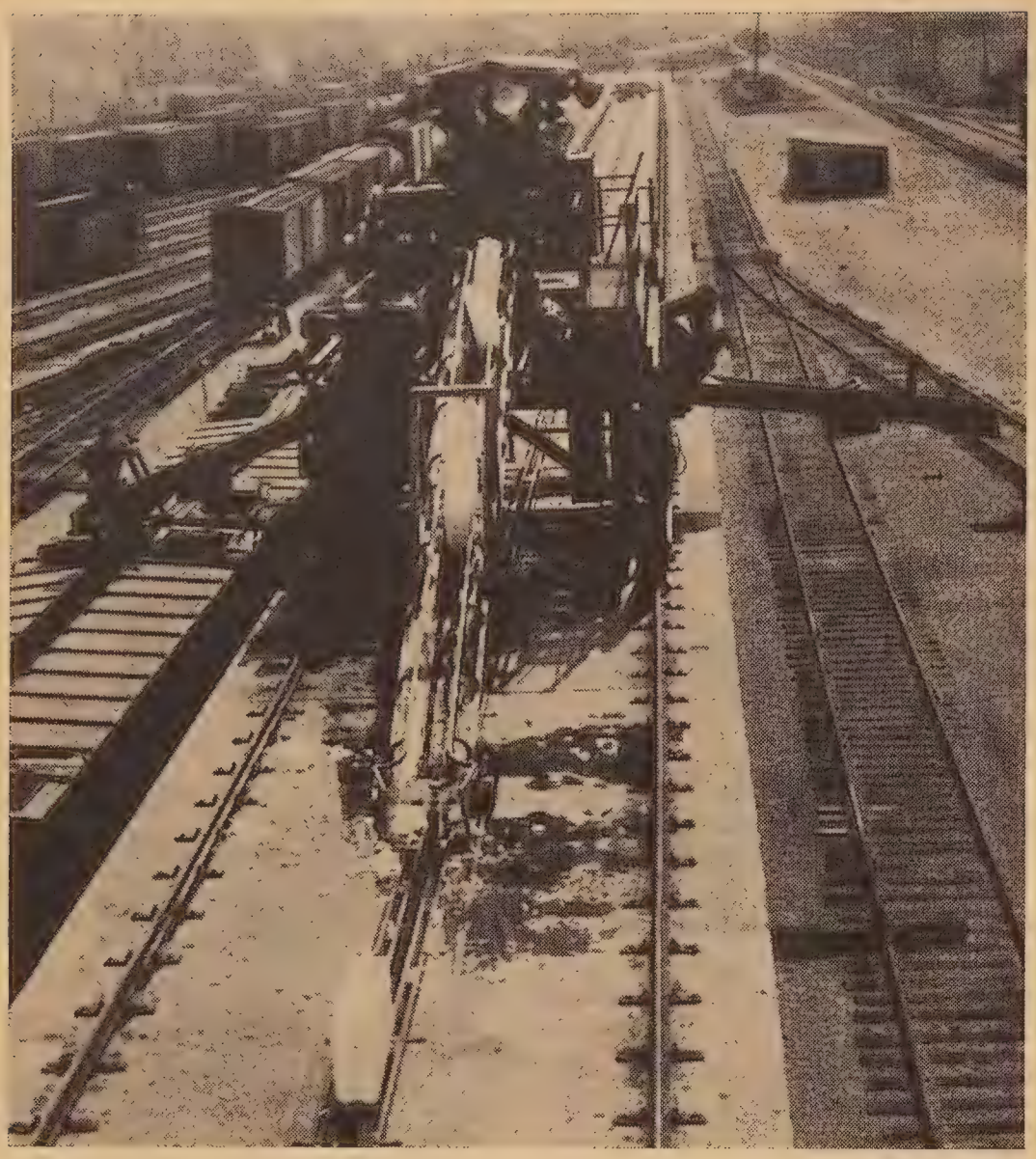
Both the whistle cord and the adaptation of telegraphy to train dispatching originated on the Erie, the former being devised by Conductor Ayres at an undetermined date and the latter by Superintendent Charles Minot in 1851.

The earliest clear signal was white, as mentioned in Cy Warman's famous poem, *I Hope the Lights Are White.* The change was made to green about 50 years ago, largely as the result of a Pennsy train wreck caused by a red lens falling from a signal, thereby giving the engineer what he thought was a "go-ahead."

Back in 1832 the first railroad signal appeared, but not until '63 was the

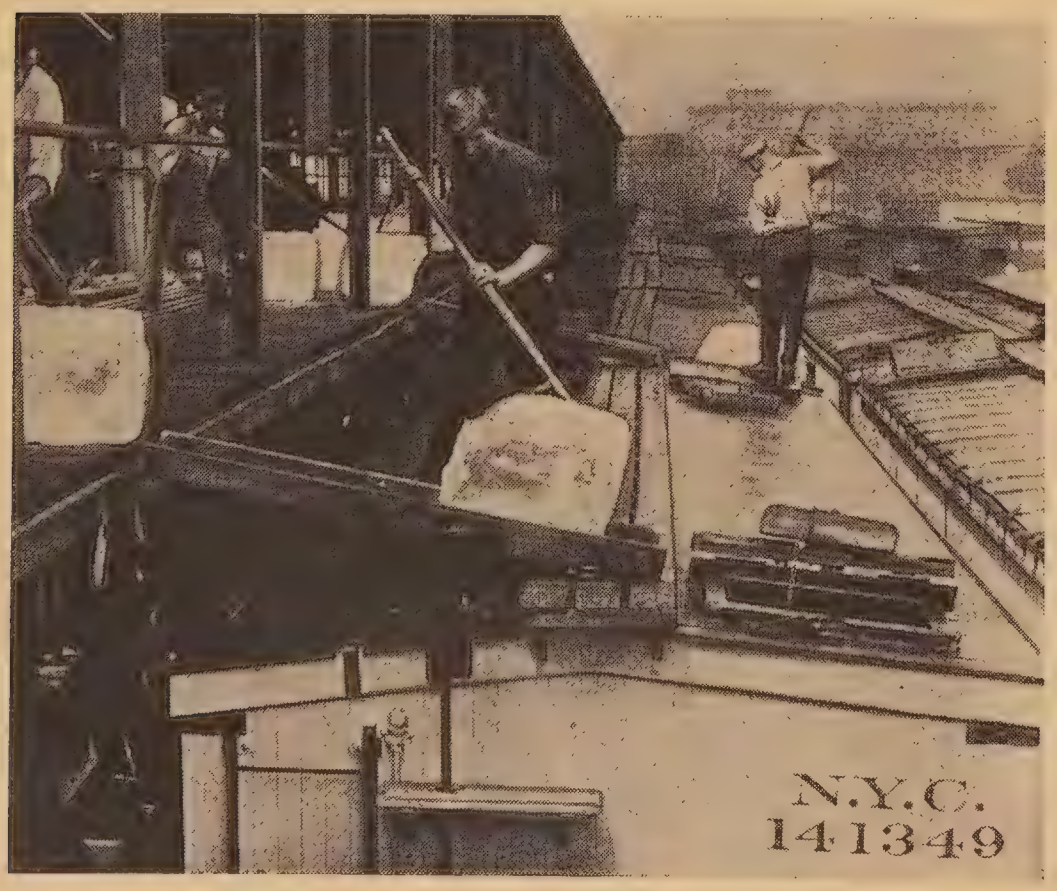
Tom Hollyman, Chesapeake & Ohio

Chesapeake & Ohio signal maintainer gives color-light signal on the Big Sandy Division a going-over. Boston Elevated pioneered use of color light system.



Link Belt Company

Push a button—ice a reefer! This gargantuan new machine is part of the Great Western's yard facilities at Oelwein, Iowa, as contrasted with the old-fashioned hand-icing method pictured below, which is still used on many roads.



original manual block system created. As used on the United New Jersey Canal & Railroad, the first manual block signal was a white light displayed inside a box. After a train had passed, the stationmaster lowered a red banner over it. The red remained there until the next station reported that the train had gone.

Crude though it was, this system was completed between Philadelphia and New York in time to move great crowds during the Centennial Exposition of 1876.

The closed track circuit was invented in 1872. In manual block signaling, there was no way to guard against a rail break or other defect that might cause a wreck. The closed track circuit changed this; trains now shunted the electrical circuit and caused signal aspects to change. Fail-safe had come of age.

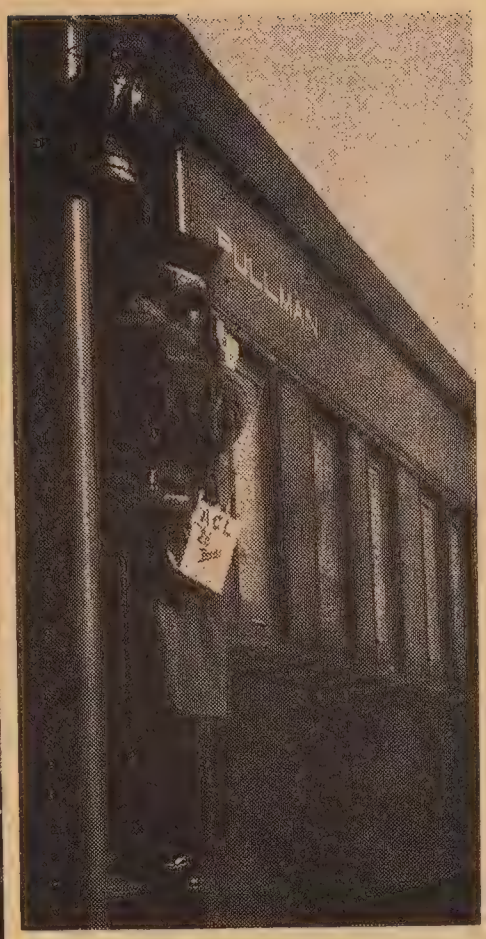
It's no trick at all to start an argument between signal maintainers of the Pennsy and the Baltimore & Ohio over the respective merits of modern color-position or position-light signals. You could make the discussion three-cornered by reference to the New York Central's color-lights. But when traffic gets congested and today's automatic signals change from clear to caution or stop, the fail-safe feature backs up the automatic operation.

One day seventeen trains on 107 miles of Kansas railroad were stopped for two hours because a fisherman's line had become tangled in wires of the road's automatic block system. Sometimes juvenile delinquents set the signals at stop. Last year, on the Long Island, a group of teen-agers smashed eight signals and were busy yanking out the complicated wiring when a cinder dick halted their fun. Hard work by a signal maintainer minimized the delay. There was no question about passenger safety.

EXPERIMENTS show that if a hogger can read a signal right at his elbow, weather hazards are lessened. Add to such a device a gadget that automatically reduces speed or stops a train when necessary, and you greatly increase the safety of operation considerably.

Santa Fe Railway

Walkie-talkie, held by Santa Fe engineer Joe Thompson, activates electronic switch as hogger prepares to take his yard goat into Carlsbad, N. M., area, where he will pass over the switch.



Atlantic Coast Line

Crews use radio telephones to contact wayside stations as well as each other. On the Atlantic Coast Line, a passenger flagman (left) talks to his engineer, while a freight conductor (right) gets the good word from the dispatcher's office.

In 1923 the Pennsy conducted the first successful tests with cab signaling and train control, though there is evidence of attempts being made to stop trains automatically as early as 1880.

Signal engineers on the Northern of New Jersey (now an Erie branch) developed a simple device. A sash weight was hung from a semaphore blade. When the arm dropped to stop position, the weight was supposed to strike a mechanical setup mounted on the locomotive, and stop the train. It turned out to be impractical.

During a test, a visiting engineer clambered up on the coal pile in the tender for a better view. At exactly the wrong moment he raised his head above the cab roof. Sash weight and head collided, flinging the man into a trackside snow bank.

The Pennsy development lets a train run the maximum allowable speed as long as the cab signal displays a clear indication. If the next signal is "approach medium," the locomotive picks up a coded signal and the cab light changes to match the roadside signal. A whistle blows. Then, unless the train speed reduces within six seconds, the brakes apply automatically. The same thing happens each time the cab signal changes to a more restrictive aspect. In other words, the train must be under control at all times or it will be stopped automatically.

The fact that many railroads are now using it should be accepted as proof that it works. Interstate Commerce Commission records also attest the feasibility of cab signals. A freight derailment had spilled cars over the adjoining track, along which a passenger train was speeding. The latter had passed the last wayside signal when the cab signal suddenly changed from clear. With this warning—which the engineer would not have had without cab signaling—the passenger train was almost stopped before colliding with the derailed freight cars. Nothing worse happened than further damage to the equipment. An ICC report credited the cab signal with preventing loss of life.

Characteristically, railroads do not rush headlong into new ideas. Radio is a good example of this "wait and

Norfolk & Western

Two-way radio in engine cab gives Norfolk & Western hogger, W. C. Martin, a pipeline to the assistant yardmaster.

see" attitude. Although radio was developed in the early 1900's, it was not installed on any railroad until 1946. The "experiment" saw only 26 radio-equipped stations built by 1948. But then, satisfied with its progress, railroad officials pushed the work rapidly. Today more than 130 railroad and terminal companies hold FCC licenses and operate more than 16,000 radio transmitting units.

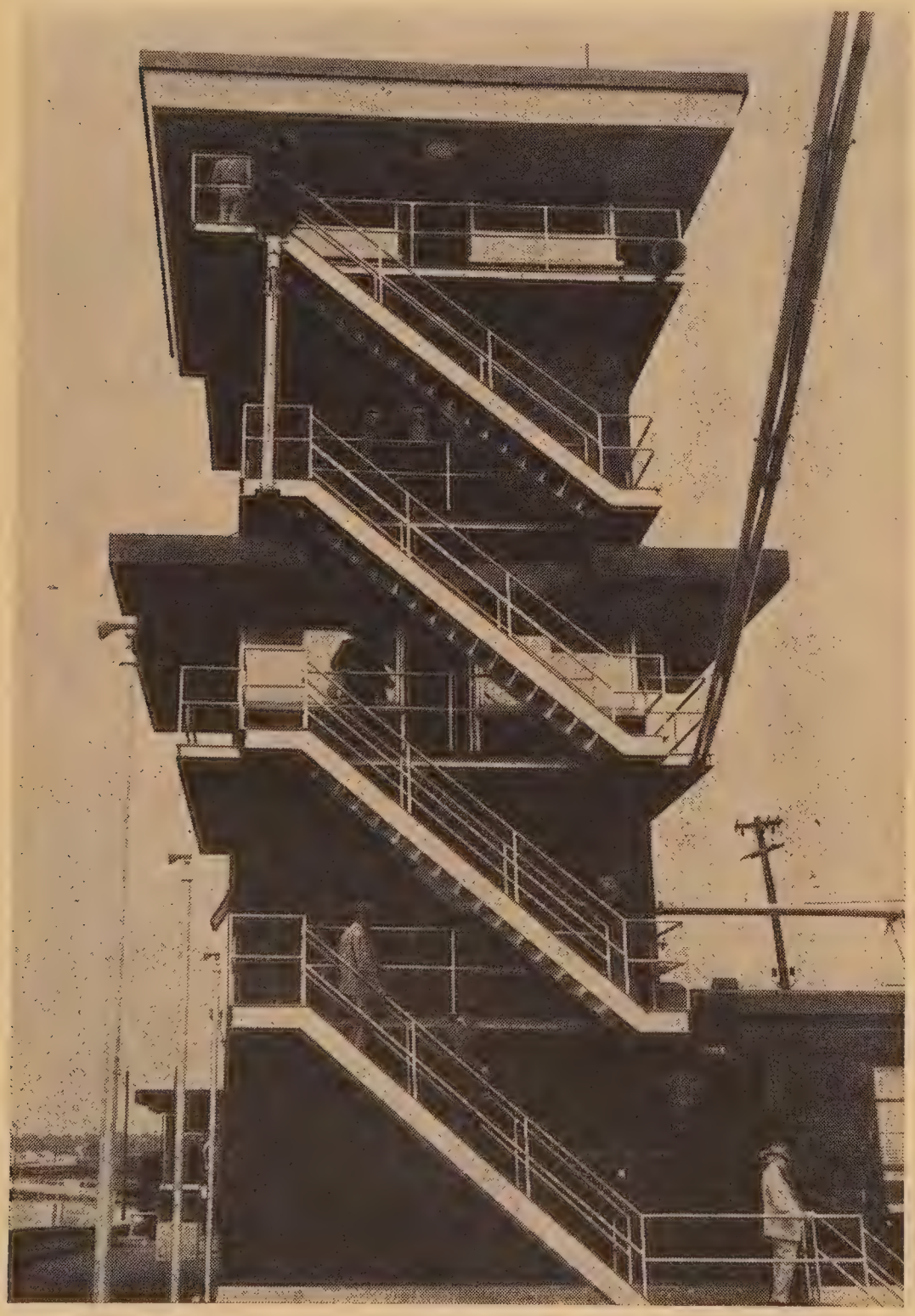
Even now radio is not used for train dispatching, except in an emergency, such as a storm blowing down telegraph and telephone wires, although chief engineers say it *could* be employed regularly.

A growing phase of radio is in walkie-talkie sets carried by yard brakemen and others to speed operations. Walkie-talkies take a lot of the footwork out of yard operation. Electronics have come to stay.

Still another application is that of the train telephone, which has been installed on de luxe passenger trains and some freights. Crews now use radio to contact way stations and each other.

The Pennsylvania has spent more than $9,000,000 on radio communication between train crews, towermen, and dispatchers. Starting experiments in the mid-twenties, it finally chose an inductive train-phone system over radio. Messages "jump the gap" from locomotive to trackside wires or travel through the rails in a manner that avoids outside interference.

"Stop and stay" signals cannot be passed except on order of the dispatcher, who previously had to be contacted from a wayside telephone. By the use of a train-phone, permission to proceed is granted at once.



Southern Railway

Modernity of push-button railroading is reflected in the clean lines and zig-zag staircase of the yard office tower in Southern's new yard at Chattanooga, Tenn.

NEARLY three years ago a Pennsy train, *The Steeler,* was highballing eastward in Ohio when the engineer, George Harvey, saw a small boy playing on the adjacent track. Since a westbound train, No. 55, would soon be passing the spot, Harvey picked up his train-phone and called 55's cab.

Engineman Glenn I. Shopbell, on No. 55, heard the warning and applied his brakes. The train was barely moving when he sighted the boy on the tracks, and an airhorn blast sent the lad scampering to safety. The Pennsy feels that this experience more than justified its heavy investment in train-phones.

Even television is promoting railroad safety. The Pennsylvania is literally using it to "see around corners" at Pittsburgh. As part of a station improvement program, five signal towers in the area have been combined into one—Pitt tower, located east of the station.

A major operation is the switching of more than 100 cars a day onto the Post Office sidings, located west of the station. Each move requires the switch engine to enter the main line, with due regard to the safety of passenger trains. The task is complicated by the fact that the station is located between the tower and the Post Office.

Installation of a television camera pointed toward the sidings and a receiver mounted in the tower permits

the towerman to observe the train moves visually. Because of television, main-line trains pass the spot safely, under improved operating conditions.

TV has other railroad uses. A yardmaster observing operations through cameras spotted around the freight yard can smooth out tangles immediately. It is often possible with such installations to spot car defects or safety violations. Again, as a freight train enters the yard, car numbers are read on a television screen and clerical work is completed almost before the train stops.

As impressive a push-button operation as you're likely to find is the Link-Belt dock-type icing machine used by the Chicago Great Western, for instance, in its yards at Oelwein, Ia. Refrigerator cars are spotted at either side of a loading dock, which is straddled by the machine, and at the press of a button chunk or crushed ice begins pouring into the cars at the rate of 162 tons an hour.

Two Link-Belt conveyers feed a steady stream of 300-pound blocks of ice to the machine, where three cast-steel rolls, covered with hardened steel picks, crush the ice to whatever size is needed. The crushed ice settles onto a distributing belt and is conveyed into a boom chute that opens into the bunkers of the refrigerator cars. Salting is also handled mechanically. The machine feeds ten pounds of salt a second into the boom chutes, while timing controls measure the amount going into each bunker.

When top icing is needed for produce, the machine pulverizes the ice so that it looks like snow and directs it uniformly over and between tiers of produce containers. One man in the cab controls the whole operation—conveyers, the crusher, the ice itself—solely by means of push-buttons.

Another advance in railroad safety is radar. Back in 1952 the Jersey Central Lines began to install radar on its seven ferry-boats. Says Captain W. A. Smith, Marine Department manager: "Not only is it a time-saver but in heavy fogs Jersey Central ferries may be the only boats operating from the Jersey shore to the downtown Manhattan terminal. The crews have no difficulty in reading the scope and they find it a big help in navigation. Our vessels make some 228 trips a day, many on commuter runs. The time saved is important."

Seeming to top all of these advances is centralized traffic control, developed and first installed by the General Railway Signal Company in 1927. With push-buttons the dispatcher controls trains over several hundred miles of railroad. Switches are thrown and signals changed with an ease comparable only to Junior's toy trains.

Shortly after the attack on Pearl Harbor, a huge volume of war supplies began moving westward on American rails. The fact that many sections of Western roads were single-tracked slowed this traffic considerably. On the Rio Grande's Moffat Tunnel line, for example, average train speed fell 20 percent. But after the line had installed CTC in 1942, even though traffic increased a fantastic 214 percent, train speeds were stepped up with increased safety.

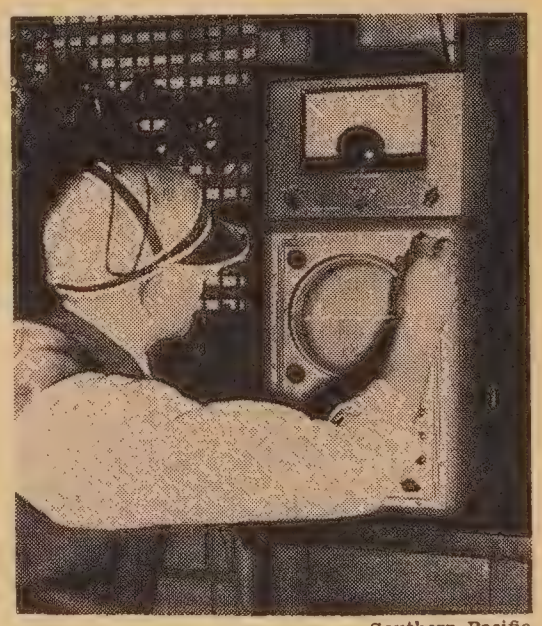
It's wonderful what men and machines working together can do in the transportation field. Will our grandchildren ride safely in robot trains at speeds above 200 miles an hour? The lessons France taught lead us to think that maybe they will. "Impossibilities" become possible with the wider use of push-button railroading. ●

Tom Hollyman, Chesapeake & Ohio

Despite all the new electronic devices, when a train stops between stations, the flagman still walks back "a reasonable distance" to protect the rear.

General Railway Signal Company

With cab signals, engineer can travel at full speed even in fog, snow, smoke, or sleet. Signal changes are registered instantly by indicator in engine cab.



Southern Pacific

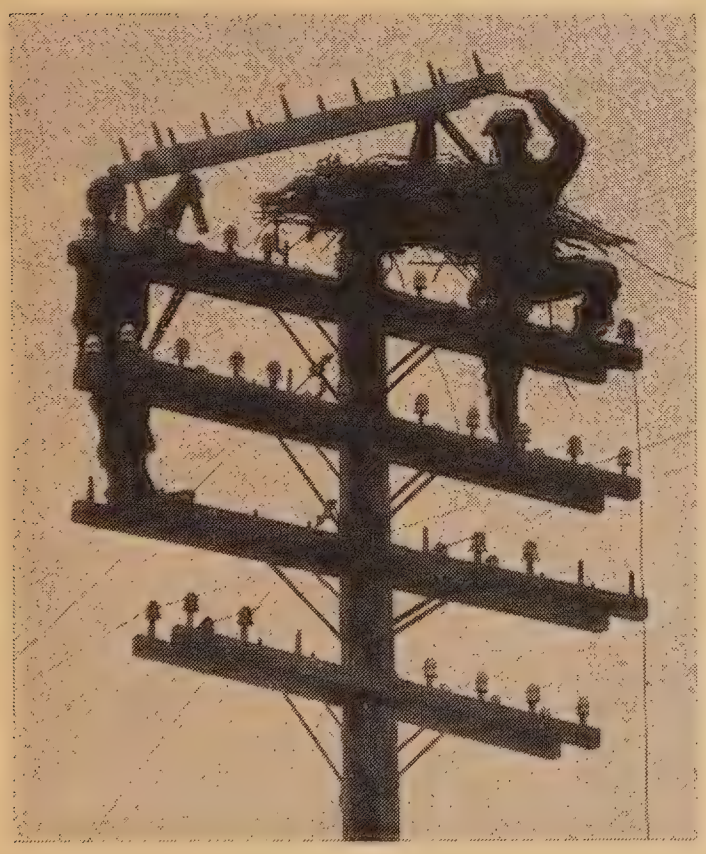
Southern Pacific uses radar to detect breaks in telegraph or telephone circuits. Instrument has a range of 100 miles, is located at Dunsmuir, Calif.

The dramatic struggle between the Canadian Pacific Railway and an osprey—a fish-eating eagle—has ended in a draw, with honor to both sides. For three years Mrs. Osprey persisted in building her large nest on top of a telegraph pole, interfering with wire service.

OPERATION OSPREY

PHOTOS BY NICHOLAS MORANT,
CANADIAN PACIFIC

Finally, CPR solves the problem. Two telegraph linemen lift the nest, containing three eggs, onto the wires. New streamliner, *The Canadian*, whizzes by, giving passengers a brief glimpse of the outdoor drama. Not far away Mrs. Osprey circles nervously.



Then linemen add a platform crossbar to the pole, above the four ordinary bars, and attach the nest to it without disturbing the eggs, hoping the great bird will like her new location well enough to stay.

Returning home after the operation is completed, Mrs. Osprey finds the eggs intact and settles down happily in her nest, which now offers a better view of the Canadian Pacific main line and the Rocky Mountains. Railroaders and nature lovers sigh with relief. Mrs. Osprey refuses to comment, but she looks contented.

Linwood W. Moody

Greatest of all American two-foot gages, the Y-shaped Sandy River & Rangeley Lakes Railroad is now a legend. Never more will its little trains roll through the fragrant pine woods of Maine from Phillips, once the road's southern terminus (shown here), to the Sandy River at Farmington, for a meet with the standard-gage Maine Central.

Luther Harpel

Rare photo of Mt. Gretna Narrow Gauge engine No. 15 at end of summer excursion run to Mt. Gretna near Lebanon, Pa., in 1885.

TWO-FOOT GAGE

Lilliputian Era in U.S. Railroading Lasted for Two-Thirds of a Century and Embraced 250 Miles of 24-Inch Track—Only the Maine Central's Determined Opposition Kept It from Reaching Up into Canada

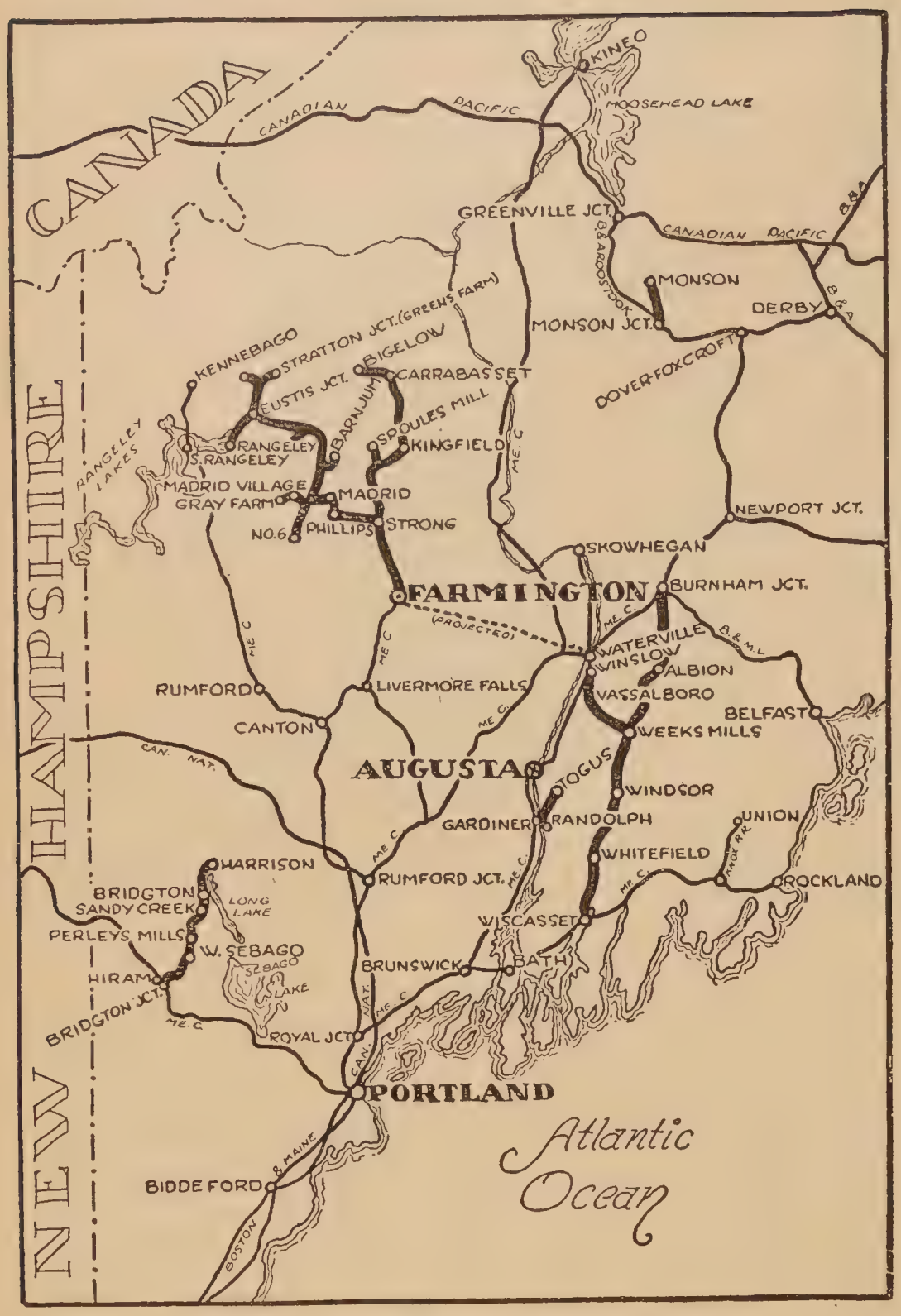
by LINWOOD W. MOODY

THOSE OF US who were privileged to ride a two-foot-gage train on the Sandy River Line through the aromatic pine woods of Maine in the golden yesterdays will never forget it.

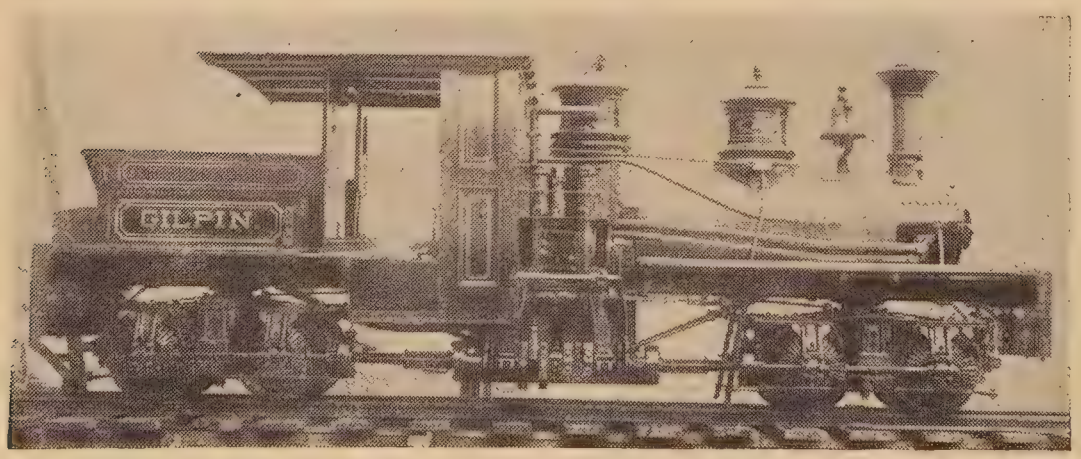
We shut our eyes and remember a small Forney-type engine, her brass gleaming, her tall straight stack emitting a white squirrel-plume of smoke, and on her tail a short mixed train of wooden cars. Ah, yes! It all comes back to us now. The years fall away and we stand exultantly on a cinder-pelted rear platform to view the panorama of scenic glory.

The car we have chosen to ride is more real and more delightful than anything Walt Disney ever conjured up. It's an ornate parlor car, the *Rangeley,* open-vestibuled and resplendent with Lilliputian luxury. Tasselated drapery hangs beside the windows while plush armchairs line both sides of the tiny aisle. No other parlor car in all the world was ever built to burnish rails that were spiked exactly 24 inches apart!

Starting at Farmington, where the slimmest of slim-gages met and crossed the standard Maine Central—the spot being marked, in the old days, by a ball signal, the kind that gave us



Map shows Maine's 200 miles of two-foot-gage track.



Linwood W. Moody

Gilpin County Tramway's 181 was a Lima-built Shay.

the word *highball*—our train winds for miles alongside the Sandy River itself, blue and glistening in the bright Maine sun.

We chug through shadowy hardwood forests, where deer and porcupines watch us curiously at a safe distance and where clumps of blueberry bushes beckon from the right-of-way. We round 20-degree curves. We climb 4 percent grades. And at last we arrive at the quiet northern terminus, Rangeley—for which the parlor car was named—and gaze enthralled at the lake-spattered region 1800 feet above sea level, not far from the Canadian border.

Thus we complete a leisurely trip on the Y-shaped Sandy River & Rangeley Lakes Railroad, that being the official name of the longest and most important of the two-footers. You might call it a sentimental tour, a reaching back into the past.

AMERICA'S two-foot era, lasting from 1877 to 1944, embraced 14 freight and passenger carriers—total mileage around 250. So far as we can find out, Maine spawned all but four of them. If you want more statistics, let's go. Those pint-sized railroads that served the Pine Tree State had 42 steam locomotives, 800 cars, and about 200 miles of track.

Grand-daddy of them all was the Festiniog Railway overseas in Wales, dating back to 1836 and still running. A well-to-do Massachusetts man, George Mansfield, visited the two-foot-gage Festiniog in the 1870s and returned home to plan a somewhat similar line. It turned out to be the Bedford & Billerica, the first two-foot common carrier in North America.

Chartered in 1876, the B&B linked two standard-gage roads, the Middlesex Central and the Boston, Lowell & Nashua, both of which later became part of the Boston & Maine system.

Unlike Colorado's three-footers, the slimmer-gage lines did not originate in the necessity for blasting out a slender roadway along a rocky mountainous ledge. The B&B, for example, meandered pleasantly in a north-south direction for 8.63 miles through rolling farmland in northeastern

Linwood W. Moody

Last of America's two-footers, the Monson, operated for 61 years with link-and-pin couplers.

Linwood W. Moody

A wreck beside Sheepscott River in 1933, finished the Wiscasset, Waterville & Farmington, road that tried to reach Quebec.

Linwood W. Moody

Hancock Pond, midway on the Bridgton & Harrison—next to the last two-footer in America.

Massachusetts, not far from the route of Paul Revere's ride. Its deepest rock cut was only nine feet high, its steepest grade 158.4 feet per mile.

Hiram W. Blaisdell, the side-whiskered Yankee chief engineer who located the line, said it crossed "unusually difficult" terrain, with considerable shale and granite, "where standard gage would have cost heavily." Which answers your question, "Why were narrow-gages built?" They came cheaper, that's why.

On November 28, 1877, when the B&B ran its first passenger train, the whole countryside turned out to hail the dawn of a new era. Rail sections measured 30 feet and weighed 25 pounds per yard. The roadbed, six to ten feet wide, was ballasted with sand and gravel to a depth of twelve inches below the rail-base. Besides two Forney locomotives, built at Boston's Hinkley Works, the B&B had four wooden passenger cars and seven freight cars, all equipped with link-and-pin couplers.

Each locomotive was designed to run backward, with the tender ahead. Locating the smokestack next to the cars permitted air currents—sometimes—to blow the smoke and cinders above and behind the train, much to the passengers' relief.

Their tenure on the experimental B&B ended, alas! like youth, too soon. It seems that not enough citizens wanted to ride the steam-cars or ship their goods by rail between the neighboring towns of Bedford and Billerica. Why, any able-bodied man could walk that distance in no time at all and save the price of train fare! And so the noble enterprise failed.

On June 5th, a little over seven months after the dawn of the new era, the B&B's rolling stock and rail were sold at a bankruptcy sale to the Sandy River Railroad Company. This company, with a bit of prodding from the unhappy Mr. Mansfield, had just begun to build a two-foot line in western Maine.

Farmers and townsfolk raised $110,000 in stocks and bonds to carry on the project. Some of this they paid for with cordwood. In 1879 they laid 18 crooked hilly miles of narrow-gage track—with 78 trestles in that short distance!—between Farmington and Phillips. The latter community had voted $14,000 in stock with the proviso that a train run into Phillips before September 20th.

"Excitement grew as the deadline approached," recalls Dana Aldrich, now a retired hogger. "On the 19th all the shops and offices in Phillips were closed. Tradespeople, farmers, and professional men gathered to lay the last half-mile of track. Everybody worked. Women served sandwiches and hot coffee.

"That night bonfires blazed. Shovels flew. Rails and ties were passed along a chain of hands. Folks who'd never driven a nail before were swinging spike mauls. At 10:30 p.m. the job was done. A great shout went up. The first train steamed into town, and the $14,000 was assured."

The road pushed on. One day the whole construction crew struck because they objected to the kind of liquor that was being sold to them at twenty cents a drink—in the "dry" state of Maine. The management did something about it and the men went back to work.

AT FIRST the Sandy River Line had only the equipment it had bought from the Bedford & Billerica, but as other towns clamored for rail connections and added mileage was built, including logging branches, the company bought more engines and cars.

"The first wreck," Aldrich tells us, "occurred shortly after the road opened. The Sandy River crossed the Maine Central at Farmington on a makeshift wooden trestle. When a train came downhill onto this structure the brakeman would pull the pin, whereupon the engine would roll across the diamond and into the turntable track. After that, the narrow-gage passenger cars would be switched up to the Maine Central depot on the fly.

"One day a Sandy River engineer, Dan Huff—who had come from the New Haven a short time before—hustled across the makeshift trestle too smartly. His engine teetered and landed upside down. When the super showed up, Huff crawled out of his cab and yelled: 'Here's your little jackrabbit, flat on her back!' "

Aldrich is still mystified about the time No. 18 stopped at a water tank and, while the crew were squatting beside her, slowly tipped over, murmured, and lay on her side.

"Can't explain it," he says.

Our guess is that dripping water from the tank undermined the track. Another engineer, Ed West, remembers the cold winter day his "old girl" jumped the rails and slid down into a field without upsetting or breaking the hard, icy snow. He recalls, too, when three Sandy River engines and a train stalled in a snowdrift. And the year 1882, when a train battled a blizzard for three successive days to make one 18-mile trip from Phillips to Farmington.

"The drifts piled so high," he tells us, "that if you'd been standing off the right-of-way you couldn't have seen the engine stack."

Meanwhile, in 1884, another two-footer, the Franklin & Megantic tapped the Sandy River Line at Strong, Maine—birthplace of the Republican Party—and snaked through rugged hills 15 miles to Kingfield. The new road bought two 0-4-4T Forney engines.

Anticipating an increase in traffic through the F&M, Sandy River officials promptly ordered a new Forney from the H. K. Porter Co. and assigned her number 3.

The F&M had scarcely got under way when a newcomer, the Kingfield & Dead River, began laying two-foot-gage track from Kingfield northward. The K&DR was sponsored by the Franklin & Megantic. Its rails paralleled the turbulent Carrabasset River for 15 miles, causing new towns to spring up in virgin forests. Besides its

Linwood W. Moody

The Monson was a workhorse with a beautiful right-of-way.

Linwood W. Moody

Sandy River Line side-door caboose, now on the Edaville Railroad.

Kent W. Cochrane

Some of the glory of two-foot-gage railroading has been retained by the Edaville Railroad, which a cranberry grower, the late Ellis D. Atwood, established at South Carver, Mass. The train shown here highballs around and through the Atwood cranberry bog. Only steam power is used.

30-mile main line, the K&DR had two lucrative branches.

Then in 1890 the Down Easters rubbed their eyes to see still another two-footer, the Phillips & Rangeley. This was a 28½-mile mountain climber. It ran between the two towns it was named for. Planned by lumbermen and laid with 35-pound steel, the P&R was a rather spectacular mountain railroad. Sawmill towns were built along its route. Years later, when the line folded up, the station buildings in two such towns, Madrid and Reeds, were converted to dwellings. Another community, Sanders, had a huge steam sawmill, boarding houses, a general store, a railroad station, a freight shed, and some homes. One night the mill burned down. That was the end of Sanders.

At first the Phillips & Rangeley boasted a roster of shiny, named, two-foot-gage engines equalled only by the Sandy River Line's. One of them, *Bo-Peep,* had previously run on both the Bedford & Billerica and the Sandy River. The road's passenger equipment—two de luxe coaches, a combination, and an express-RPO car—was built by Billmeyer & Small of York, Pa.

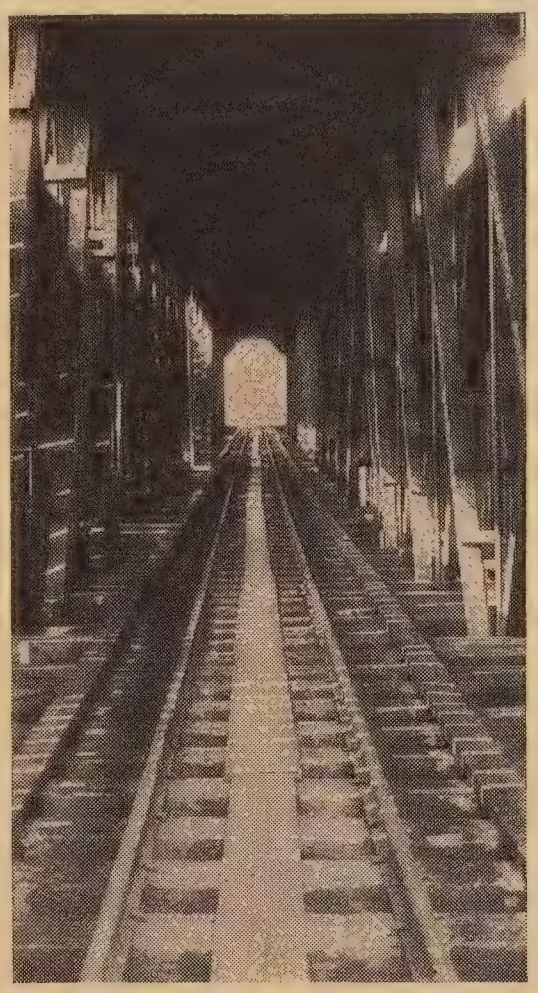
FOR A LONG MARCH of years the two-footers enjoyed boom business. Lumber and forest products plus out-of-state tourists kept them comfortably in the black.

More profits spilled onto the midget rails when new two-footers, the Eustis and the Madrid, began operating in 1903 and 1904 respectively. The Eustis, a P&R subsidiary, connected with the Rangeley railroad at Eustis Junction and ran 10.3 miles north to Green's Farm, with logging branches.

The Madrid Railroad extended six miles between Madrid and No. 6 Township, a big lumber development, and put out a rich tentacle to Sandy River Plantation. Unlike other two-footers, while the Madrid carried a few people now and then it never scheduled regular passenger service.

In 1908 all the two-footers of Maine which we have mentioned thus far were merged into the Sandy River & Rangeley Lakes system—that is, all but the Eustis, which came in three years later. Also in 1911 the new system built its Barnjum logging branch. That year the Maine Central, keen for midget transportation, bought control of the entire SR&RL, with its 120 miles of two-foot-gage track, its 21 locomotives, and its 500 freight and passenger cars.

From 1911 till 1922 the Maine Central made a small fortune out of this setup. At the same time it spent a lot of money improving the roadway and equipment. It laid much 56-pound rail, built new cars, and rebuilt Moguls 15, 16, and 18 into Prairie types with new and larger boilers. The Maine Central likewise built a large, two-foot, passenger locomotive, No. 10; and engine No. 23, biggest of all the 24-inchers, and No. 24.



Thomas T. Taber

The SR&RL ran through this picturesque covered bridge near Phillips, Maine.

What a sight it was on a frosty morning in Maine to stand on the depot platform and watch a Baldwin midget highball a train into the yard with majesty, her air-brakes hissing and her pops a-prime, and stop at the water tower!

You saw the fireman guide the dripping water spout to his tank while the throttle artist poked his diminutive engine with a long-necked oilcan. The station agent and baggagemaster would swap mail, express, a trunk or two, and maybe a coffin coming home.

Then as the braided conductor helped some pretty girls aboard, you'd hear the distant scream of another whistle—sharp and clear on the chilly air. Pretty soon you'd see a branch-line train, also two-foot-gage, scooting in for a meet with the mainliner. Two dwarf engines panting and champing the bit; two pint-size trains side by side. That was railroading—as authentic as anything the big roads had to offer!

In those days the *Rangeley Express* made two stops on the winding 47-mile climb from Farmington to Rangeley in two hours' running time. An overnight Pullman from New York arrived at Farmington on the Maine Central and transferred its vacationing passengers to the two-footer. Many a city slicker shelled out a dollar extra fare to ride the elegant little parlor car *Rangeley.*

But after a while banshees began to wail in the Maine woods. Henry Ford's tin lizzies chugged and coughed, and the two-foot business slipped away. In 1922 the Maine Central, seeing the handwriting on the wall, sold the SR&RL back to its original owners. From then on, the Sandy River waged a gallant uphill fight.

MEANWHILE, in the early 1880s southern Maine folks had built another two-footer, 21 miles long, the Bridgton & Saco River. This baby ran between Bridgton Junction, on the Maine Central, and Harrison, a popular vacation spot. It acquired eight locomotives, all solid-frame rear-tankers. One of them, No. 5, a 2-4-4T, was the last power the Portland Company ever turned out. A Baldwin product, No. 8, was the last two-foot-gage locomotive built for any American road.

By 1944, when the twenty-four-inch era came to an end, three more two-footers had made history in Maine. These were the Monson, the Kennebec Central, and the Wiscasset & Quebec.

The Monson connected the town of that name and its flourishing slate mill with a branch of the standard-

gage Bangor & Aroostook at Monson Junction. During its 61 years of operation this six-mile line handled thousands of tons of slate products—everything from a blackboard jungle to shingles and tombstones.

Although the Monson led a workhorse existence, despite or maybe because of its remoteness, it outlived all the other two-footers. Not until December '44 did it finally pass into Valhalla. Till the very end it clung to hand brakes, link-and-pin couplers, and stub switches.

Turn now to the five-mile Kennebec Central, built in 1890, that ran between Randolph, Maine, on the Kennebec River, and the National Soldiers' Home at Togus. The KC existed for the purpose of carrying coal, other supplies, and passengers to "the Home." Eventually a trolley line cut into its business, but Sunday band concerts and baseball games kept a Forney busy with four passenger cars on at least four round trips a day.

The KC might still be running if, in 1929, the Federal Government hadn't given a trucking firm the contract to haul coal to the Home. Deprived of that revenue, the dogged little KC curled up and died. The Wiscasset, Waterville & Farmington bought its engines and cars.

The WW&F was built in 1895 as the Wiscasset & Quebec—with a venerable charter dated 1854. It took a long time to get started. This road was actually the oldest of all American two-footers. Building from Wiscasset, Maine, the promoters had the ambitious idea of flinging their steel into Canada as far north as Quebec. But when they reached Burnham, Maine, the Maine Central stopped them. The big road refused to let them cross.

At length, after a court fight, the two-footer was allowed to bisect the big road at grade *provided* it could install a crossover frog without interrupting Maine Central traffic. Oldtimers tell how the standard-gage kept an engine running "extras" between Burnham and Winnecook, back and forth, with such frequency that the slim-gage could not install the frog without "interrupting Maine Central traffic."

At length the W&Q admitted defeat and pulled up its rails from Burnham 11 miles back to Albion. Then it built northward to Winslow, making Albion a branch, and having stage and

Linwood W. Moody

Ever see a two-foot-gage roundhouse? This one was located at Phillips on the Sandy River Line.

Linwood W. Moody

Sandy River engine No. 24 at Carrabasset heading for Strong, Maine, the birthplace of the Republican Party.

dray connections into Waterville.

Later, renamed the Wiscasset, Waterville & Farmington, the Tom Thumb road made another gallant effort to reach Quebec, this time by way of Waterville, Farmington, and the Sandy River. Again the Maine Central refused to let it cross, and the dream faded.

The WW&F carried on as a 57-mile line, abandoned some mileage in 1912, and operated America's last two-foot-gage Railway Post Office car. Its end came June 15, 1933, as the result of a wreck. The southbound mixed train hit a broken rail at Whitefield, and its engine—No. 8, bought from the defunct Kennebec Central—slid down a rocky bank toward the Sheepscott River. For years competition had been cutting into WW&F revenue, and this was the final straw.

ONE BY ONE the two-footers withered and died. The Sandy River Line was sold to a junk dealer June 29, 1935. The Bridgton & Saco River—renamed the Bridgton & Harrison—struggled on till 1941. Finally the Monson, the last survivor of a great breed, tossed in the sponge in 1944.

Outside the Pine Tree State, two-footers were almost unknown. We mentioned the Bedford & Billerica of Massachusetts. Skipping over to Colorado, we find that the now-forgotten Gilpin County Tramway served the Central City region during a gold and silver mining boom. Built in 1888 with several switchbacks, it lasted until the veins of precious metal petered out in 1917.

Another two-foot mining road was the Silver City, Pinos Altos & Mogollon, which covered 16 miles of New Mexico for 30 years and then stopped running—a stark weather-beaten relic under a pitiless copper sky!

In Pennsylvania, the Mount Gretna Narrow Gauge was little more than a steam streetcar line. It hauled summer passengers between Mount Gretna and Governor Dick Mountain, with a spur to the State Rifle Range. This line had three Baldwin 4-4-0's, the only ones ever built for American two-foot gage. All three were scrapped when the Mount Gretna quit in 1916.

Several two-footers shown in old *Guides* seem to have existed only on paper. We're not sure that the Peeksville Valley or the Laurel River & Hot Springs, for example, ever turned a wheel.

If we didn't refer to the Chicago Tunnel Company as a two-foot-gage, someone else would. Scuttling like a mouse through tunnels under the busy Windy City, its trains carry packages and small freight. Store and warehouse basements and industrial dungeons are its habitat. But it's not in the tourist business and you won't find it listed in the *Official Guide*.

And that completes our roundup. The two-footers were abandoned not because of their width, although that was a contributing factor, but for the same reason that hundreds of standard-gage roads went under. There just wasn't enough business to keep them going.

All of America's two-footers—ex-

Arthur Griffin

Members of the Railroad Enthusiasts, on a fantrip, gleefully rode the Bridgton & Harrison's two-foot-gage handcar. Not long afterward, in 1941, the little line was abandoned.

Pilgrim Service

World's only two-foot-gage parlor car, the *Rangeley*, now on Edaville Railroad.

cept the Chicago Tunnel—have vanished. A few of their engines and cars are still operating on 5½ miles of track at South Carver, Mass., a railfans' paradise at the thick end of Cape Cod, 50 miles south of Boston.

The late Ellis D. Atwood, cranberry grower, built this railroad, the Edaville, partly as a hobby and partly for use in his business. His widow is now operating it and lets all comers ride its ancient equipment.

The Edaville got going in 1941 when the Bridgton & Harrison was abandoned. Mr. Atwood, who had always wanted to own a railroad, bought up most of its equipment, and stored it until he could move it south to his farm at South Carver at the end of the war.

Hostilities at an end, the two-foot gage equipment began moving—by truck—out of Maine for its new home. Atwood snapped up 5.5 miles of 56 pound steel from the City of New Bedford and a New Hampshire logging road, a batch of ties from Maine and the New Haven, and by 1946 he was ready to go.

Atwood did the engineering himself, while the track went down under the watchful eye of a former New Haven track man. Little more than a year later the road was complete. You can see it today.

You'll find there four steam engines and a galaxy of freight and passenger cars from the Sandy River, the Monson, the Bridgton & Harrison, and the WW&F. Even the Lilliputian parlor car *Rangeley* is there in all its pristine glory, renamed the *Ellis D. Atwood.*

Each year the Edaville Railroad carries a quarter-million passengers—a mellow reminder of an unforgettable era.

Linwood W. Moody

The five-mile WW&F transfer trestle crossed the Sheepscot River at Wiscasset.

ROLLIN' OVER JORDAN

THEY'VE drawn the boiler fire,
The engine's cold and gray;
Grass grows deep as shadows creep
On the lonely right-of-way.
The throbbin' pulse of pistons
Is hushed and forever still
And Maine woods hear no more
The whistle's whip-poor-will.

No more with throttle open wide
Will she defy the grade
Along the trail of iron rail
Our fathers' fathers laid;
No more she'll go a-roarin'
Through hemlock, spruce and pine
From Farmington to Kingfield
On the Sandy River Line.

She's rollin' over Jordan now
On railroad of the sky,
Engine wraith in land of faith,
I'll see her bye and bye
Just outside the Pearly Gates,
Her brasses all a-shine;
I'll highball into Heaven
On the Sandy River Line.

—Charles G. Wilson

LOCOMOTIVES OF MAINE'S TWO-FOOT GAGES

BRIDGTON & SACO RIVER

Number	Type	Builder	Date	Cylinders	Drivers	Engine Weight	Boiler Pressure	Tractive Effort	Disposition
1	0-4-4T	Hinkley	1882*	9x12	30	30,000	140		Scrapped, 1910.
2	0-4-4T	Hinkley	1882*	9x12	30	30,000	140		Sold to WW&F, 1913.
3	0-4-4T	Portland	1892	10½x14	33	36,000	140	5,363	Sold to KC, 1922.
4	0-4-4T	Porter	1901	11x14	33	56,000*	180	7,480	Scrapped, 1933.
5	2-4-4T	Portland	1906	12x16	33	56,000*	180	7,480	Scrapped, 1936.
6	2-4-4T	Baldwin	1907	11½x14	35	55,650	180	9,000	Scrapped, 1936.
7	2-4-4T	Baldwin	1913	12x16	35	69,700	180	9,400	Sold, Edaville.
8	2-4-4T	Baldwin	1924	12x16	35	75,000*	180	9,800	Sold, Edaville.

MONSON

1	0-4-4T	Hinkley	1883*						
2	0-4-4T	Hinkley	1883*						
3	0-4-4T	Vulcan	1913	10x14*	30*	36,000*	160		Sold, Edaville.
4	0-4-4T	Vulcan	1918	10x14*	32*	36,000*	160		Sold, Edaville.

KENNEBEC CENTRAL

1	0-4-4T	Baldwin	1890	9x14	30	32,000	130	4,175	"Volunteer"
2	0-4-4T	Portland	1891						Scrapped, 1925.
3	0-4-4T	Portland	1892	10½x14	33	36,000	140	5,363	Ex-B&SR 3, Sold to WW&F.
4	0-4-0T	Portland	1891	10½x14	33	36,000	140	5,363	Ex-SR&RL6, Sold to WW&F.

WISCASSET & QUEBEC (WISCASSET, WATERVILLE & FARMINGTON)

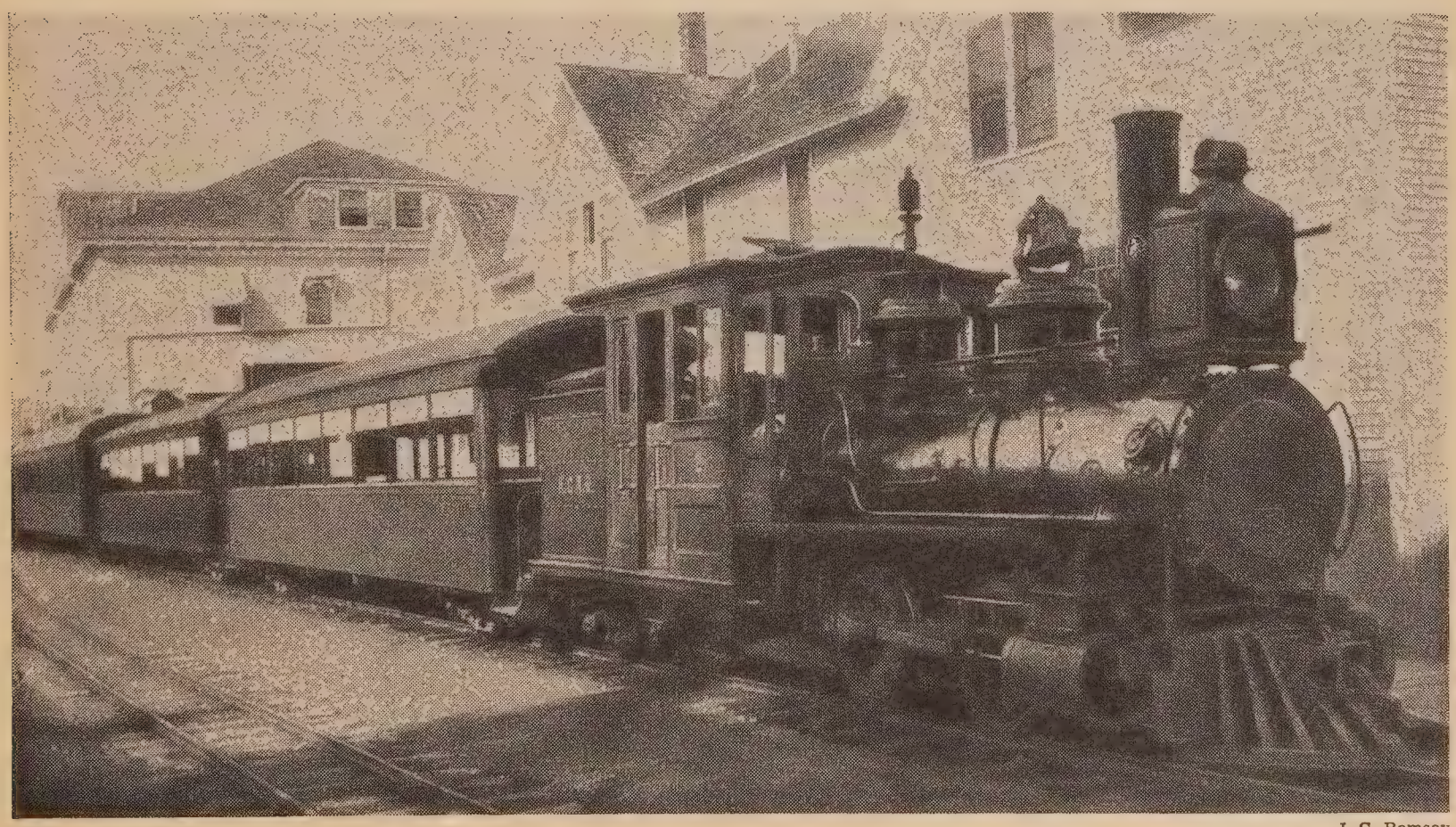
1	0-4-4T	Porter	1883	9x14*	33*	28,000*	120	3,500	Ex-SR3.
2	0-4-4T	Portland	1893	10½x14	33	36,000	140	5,363	Scrapped, 1930s.
3	0-4-4T	Portland	1893	10½x14	33	36,000	140	5,363	Scrapped, 1930s.
4	0-4-4T	Porter	1901	11x14	33	56,000	140	5,363	Scrapped, 1930s.
5	0-4-4T	Hinkley	1882*	9x12	30	30,000	140		Ex-B&SR 2.
6	2-6-2	Baldwin	1907	12x16	33	51,500	180	10,680	Scrapped, 1930s.
7	2-4-4T	Baldwin	1907	11½x14	33	56,000	180		Scrapped, 1930s.
8	0-4-4T	Portland	1892	10½x14	33	36,000	140	5,363	Ex-KC 3, Wrecked, 1933.
9	0-4-4T	Portland	1891	10½x14	33	36,000	140	5,363	Ex-KC 4.

SANDY RIVER & RANGELEY LAKES

SR&RL 1-4 were originally Franklin & Megantic 1-2, Sandy River 1, and Phillips & Rangeley 4, but which numbers were which is not known. SR&RL 15, 16, and 18 were originally 2-6-0's (12x16; 33; 39,360; 140; 8,305) but were rebuilt as 2-6-2's, after consolidation in 1908.

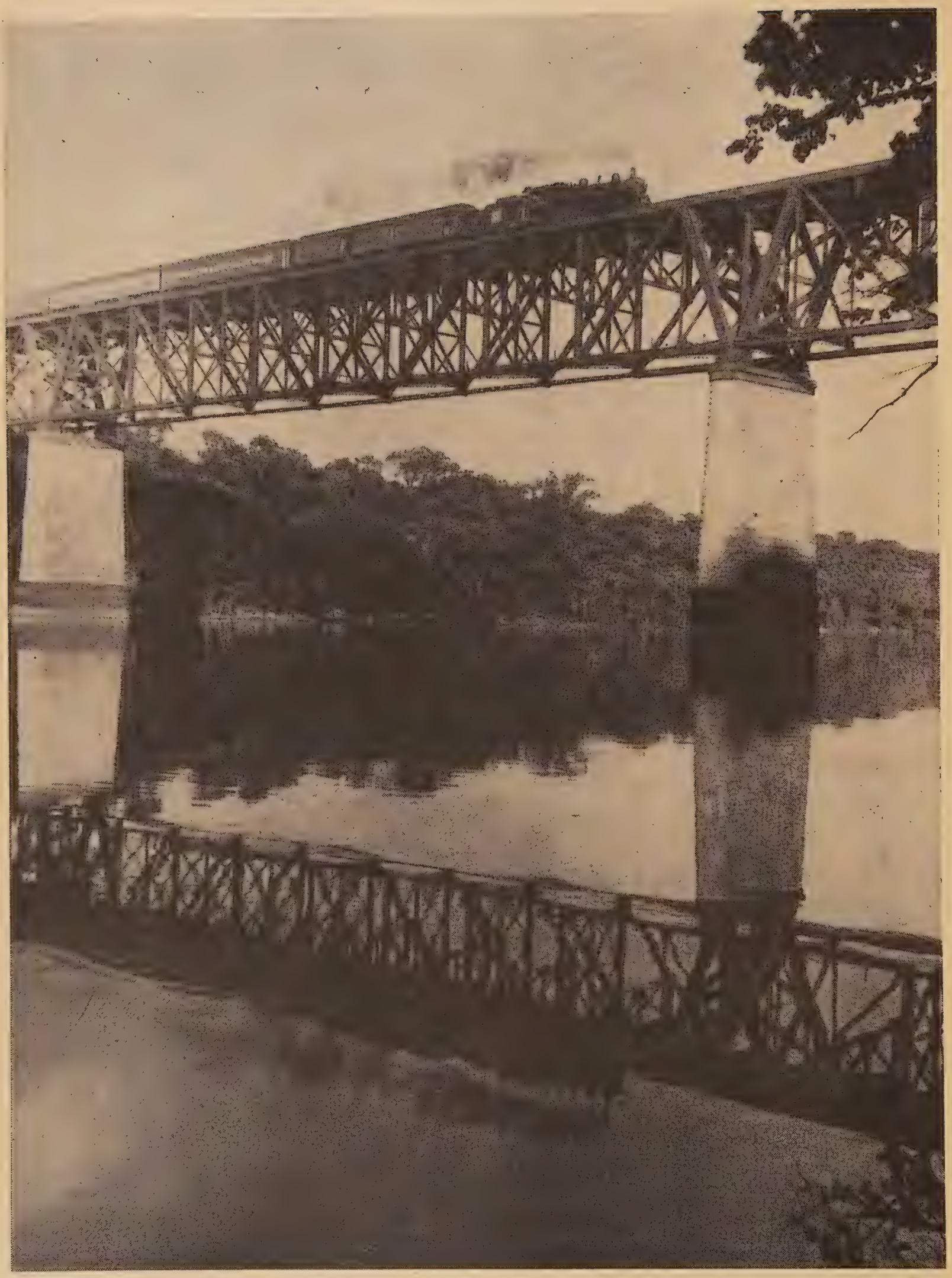
1-4	0-4-4T	Porter	1883	9x14*	33*	28,000*	120	3,500	Ex-F&M 1-2.
	0-4-4T	Hinkley	1877	8x12	30	23,000			Ex-SR 1, Ex-B&B 1 "Arie 1".
	0-4-4T	Hinkley	1877	8x12	30	23,000			Ex-P&R 4, Ex-SR 2 "Bo-Peep," Ex-B&B 2 "Puck."
5	0-4-4T	Portland	1890	10½x14	33	36,000*	140	5,363	Ex-SR 4.
6	0-4-4T	Portland	1891	10½x14	33	36,000	140	5,363	Ex-SR 5, Sold to KC.
7	0-4-4T	Portland	1891	10½x14	33	36,000	140	5,363	Ex-P&R 1 "Calvin Putnam."
8	2-4-4T	Baldwin	1907	11½x14	35	55,650	180	8,094	Ex-SR 16, Scrapped, 1920s.
9	2-4-4T	Baldwin	1909	11½x14	35	56,750	180	9,000	
10	2-4-4T	Baldwin	1916	12x16	36	75,750	180	9,790	
15	2-6-2	Baldwin	1891	13x16	33	50,000*	180	11,250	Ex-P&R 3, "George M. Goodwin," Scrapped, 1920s.
16	2-6-2	Baldwin	1892	12x16	33	50,000*	160	9,495	Ex-SR 2nd 3, "Old Star."
17	0-4-4T	Baldwin	1893	12x16	33	56,000*	160	9,495	Ex-P&R 2, "Isaac Walton."
18	2-6-2	Baldwin	1893	12x16	33	50,000*	160	9,495	Ex-SR 2nd 2.
19	2-6-2	Baldwin	1904	12x16	33	50,000	180	10,680	Ex-SR 8.
20	0-4-4T	Baldwin	1903	12x16	33	57,950	140	8,305	Ex-Eustis 7, Scrapped, 1922.
21	0-4-4T	Baldwin	1904	12x16	33	57,950	140	8,305	Ex-Eustis 8.
22	0-4-4T	Baldwin	1904	12x16	33	57,950	140	8,305	Ex-Eustis 9.
23	2-6-2	Baldwin	1913	13x16	33	63,500	180	12,535	
24	2-6-2	Baldwin	1919	12x16	33	54,000	170	10,086	

*Approximate figure.



J. G. Ramsay

Kennebec Central's 2-spot served the National Soldiers' Home at Togus.



R. V. Nixon

Before the Soo Line was dieselized last February, this graceful Pacific type, No. 2703, soared across the wide Mississippi between St. Paul and Minneapolis, trailing a streamer of smoke through air and water.

INFORMATION BOOTH

ASK BARBARA: **Railroad questions are answered here every issue by our research expert—as many as space permits. Top priority is given to subjects that seem to be of wide general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York 17, N. Y. No replies will be sent by mail.**

1

Question *Why is the Soo dismantling its line between Bemidji and Schley, Minn.?*

Answer Because it plans to use the Great Northern's track between those two points. At the same time, the GN will take up its tracks between Nashau, Minn., and Hankinson, N. D., and operate between those two towns on Soo Line tracks. About 25 miles of track are involved in each case. The abandonments are part of an unusual "exchange" agreement recently made by the GN and the Soo to effect substantial savings by the elimination of duplicate facilities.

2 *I saw a combination snowplow and melter on the Canadian Pacific last winter. How does it work?*

When used as a plow, it operates pretty much like a standard rotary. Revolving rakes break up the snow and feed it back to the rotors. The rotors then force the snow up through two tubes, which throw it to the trackside.

When used as a snow melter, these two tubes are turned back to divert the snow into a 15,750-gallon tank at the rear of the unit, where it is sprayed with steam from the pusher locomotive and melted. The water accumulated may be drained off along the track as the plow moves forward or retained in the tank and drained off later.

The machine was devised to eliminate the problem of throwing snow to the trackside in busy terminals. There the melter picks it up and melts it.

3 *How many locomotives are owned by U. S. Class I roads?*

Latest available figures show 23,732 diesel-electric units, 8,443 steam units, 656 electric units, and 25 gas-turbine units—a total of 32,856.

4 *We hear so much about abandonments. Is any North American railroad expanding?*

Yes, indeed. Canadian National, for example, is building a branch line to stretch 288 miles in an arc between Beattyville and St. Felicien, Que., tapping areas rich in mineral and forest wealth.

5 *What does the letter "F" on a diesel locomotive stand for?*

Front end. Designed to operate in both directions, diesel locomotives often look the same at either end. An Interstate Commerce Commission rule requires railroads to decide which is the front and stencil it "F." Parts are thus readily identified as front headlight, rear drawbar, and so on.

6 *On August 28, 1862, Stonewall Jackson's Confederate troops made a desperate stand at a cut on an unfinished railroad parallel but north of the Orange & Alexandria. Tell me about this line.*

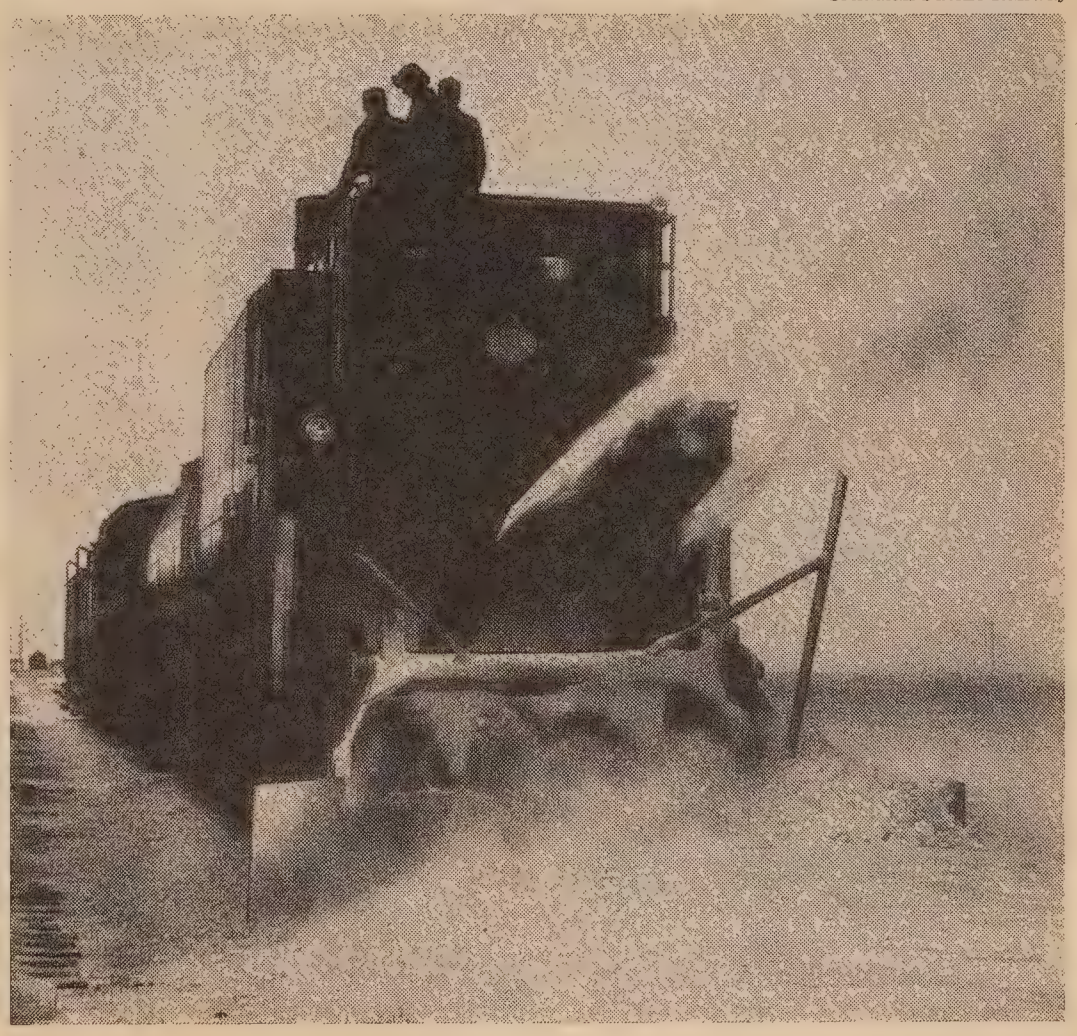
This railroad, which figured prominently in the Second Battle of Bull Run was an extension of the Manassas Gap line from Alexandria to Gainesville, Va. The MG hoped thereby to avoid turning over its through traffic to the O&A at Manassas. The Civil War left both roads bankrupt. In 1867, they were merged as the Orange, Alexandria & Manassas, now part of the Southern.

7 *Where are Northern Pacific 2-8-8-2's, 4-6-6-4's, and 2-8-8-4's used?*

One 2-8-8-2 is held serviceable for rotary snowplow service on the Rocky Mountain Division, Wallace branch. Some 4-6-6-4's are used on the Idaho and Rocky Mountain divisions between Yakima, Wash., and Missoula, Mont.

Canadian Pacific's modern answer to the snow problem in busy terminals is this combination rotary and snow melter, shown in action at North Transcona, Manitoba.

Canadian Pacific Railway



All remaining 2-8-8-4's, having been replaced by diesel helpers, are now stored. They saw their last service at Livingston and Helena, Mont.

8 *What does* GPEX *stand for on a tank car?*

GPEX is the reporting mark of the General American Pfaudler Corp., which owns a string of insulated milk tank cars. Reporting marks are assigned to all railroads and private owners of cars by the Association of American Railroads. A complete list of American, Canadian, and Mexican reporting marks appears in the *Official Railway Equipment Register*, 424 W. 33rd St., New York City, published quarterly at $3.50.

9 *What's the story behind the Maryland & Pennsylvania's emblem?*

This emblem—a star surrounded by two concentric circles containing the road's name—was designed in 1942 or '43 by the Ma & Pa's president and general manager, J. B. Nance. Why the star? Well, no other railroad used one, and the road's initials—M&PRR—fitted into its five points.

10 *I saw two eastbound Santa Fe freights between Belen and Clovis, N. M., recently with steam engines working ahead of the diesels. Why?*

The Santa Fe had transferred some of its freight diesel power from the Western to the Coast Lines to handle heavy perishable shipments in California, and so five modern 5000-class steamers were put temporarily into helper service between Belen and Mountainair to protect the extra business on the Western Lines.

11 *What are the lyrics of the ballad of John Henry?*

There are many versions of this ballad of the steel-drivin' man's epic contest with a steam drill, presumably in the Chesapeake & Ohio's Oak Mountain tunnel in the 1880s. Here is part of one version:

John Henry told his Captain,
"Well, a man ain't nothin' but a man,
And before I let that steam drill beat me down,
I'll die with a hammer in my hand,
I'll die with a hammer in my hand."

The man that invented the steam drill
Thought that he was mighty fine;
John Henry made his fourteen feet,
While the steam drill it made only nine,
While the steam drill it made only nine.

John Henry, O John Henry,
Blood am runnin' red,
Falls right down with his hammer to the ground,
Says, "I've beat him to the bottom but I'm dead."
Says, "I've beat him to the bottom but I'm dead."

They took John Henry to the buryin' ground,
And they buried him in the sand;
And every locomotive come roarin' 'round
Says, "There lies a steel-drivin' man."
Says, "There lies a steel-drivin' man."

One version appears in Sylvia and John Kolb's paperback *Treasury of Folk Songs* (Bantam Books, New York, 35c) on sale at most news-stands. Recordings of the song have been made by Josh White (Decca A447), Paul Robeson (Columbia M610), Leadbelly (Disc 734), and Earl Robinson (General G-30), among others.

12 *What is this new barrel-shaped car the Union Railroad has been using lately?*

You probably mean Union's new covered flatcar, No. 1800. It is equipped with a canopy cover, supported by a series of bars running the length of the car, which can be rolled back to permit overhead loading. A simplified gear mechanism at each end of the car opens and closes the canopy.

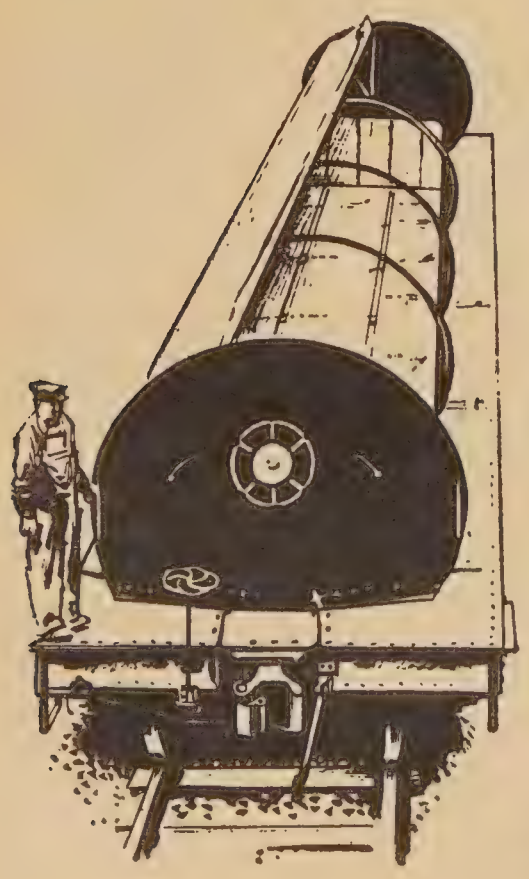
Union developed this car in an attempt to regain business which has gone to truckers because of the extra packing costs involved in protecting such products as tin and galvanized plates from the weather in ordinary open-top railroad cars.

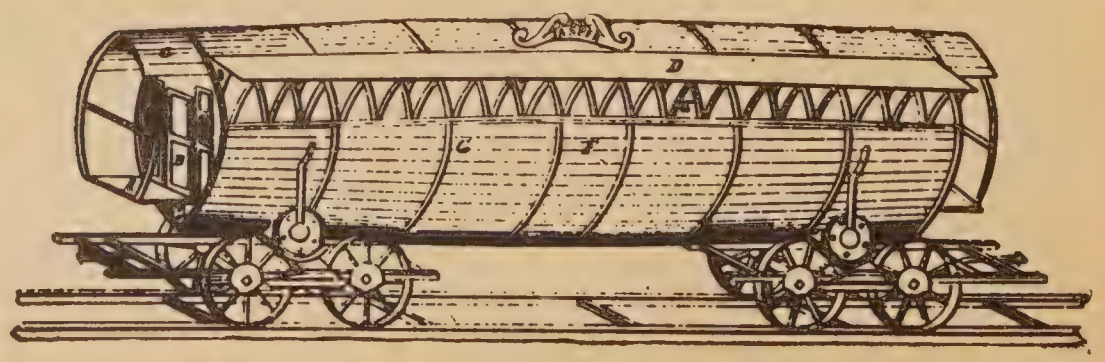
Strangely enough, the 1800's barrel shape is nothing new to the railroads. Barrel cars were used as early as 1841 for carrying passengers and freight on the South Carolina Canal & Railroad Co. The first passenger barrel car was 30 feet long and 9 feet wide. Light and air were admitted through windows.

13 *What's the latest in electronic railroading?*

The Illinois Central has just installed an electronic "engineer," a magnetic-drum data-processing machine used in accounting operations. The New York Central will soon boast of "Centronic," an electrically controlled central ticket reservation system for use on the system's eastern lines.

The IC's revolutionary new computer, a product of International Business Machines, has a magnetic "memory" drum, 4 inches in diameter





History comes full circle in the Union Railroad's new barrel-shaped flatcar (left). Idea goes back to 1841 when South Carolina Canal & Railroad Co. put its first passenger barrel car (below) into service. The experiment was successful, but failed to catch on. Latest model was designed to lure back freight from highways.

and 17 inches in length, which can retain information recorded on it for 20,000 digits at 2000 different locations. The drum revolves at 12,500 revolutions per minute. It eliminates the old mechanized system which requires multiple sortings of IBM cards into similar classifications.

The Centronic, devised by the Teleregister Corp., consists of an electronic device, similar to IC's magnetic drum, for the storage of information. The system enables agents in a matter of seconds to check the availability of particular space requested, and, if it is not available, quickly offer alternate space on the same or another train the same day, or on another day. Also to make a regular reservation for later pick up. Also to make a "split reservation"—that is, one covering a space between intermediate points—and to make a direct sale with or without reservation. Also cancel space that has either been reserved or sold, record a passenger's preference for a specific type of accommodation in the sequence requested, and process "off-line" space, which is automatically requested at the central reservation bureau of the railroad concerned.

The Centronic can store 4500 accommodations daily for a period of 31 days, plus an additional 4500 for five days to cover reservations made up to seven months in advance.

14 *What is the DL-700?*

The Montreal Locomotive Works' version of Alco's general-purpose DL-600 built for the Canadian Pacific. The 2660 hp. diesel-electric was designed especially to meet Canadian conditions of long hauls, mountain grades, and extreme cold. It handles passenger, freight, and switching assignments.

15 *Is it true that Tenino, Wash., was named for a locomotive?*

Yes. When a town sprang up beside trackage now jointly owned by the Northern Pacific and the Union Pacific, the townspeople decided to name it after the first engine to operate over the line, the 1090—Ten-Nine-O.

16 *When was the Canadian National's line between Quebec City and Lake St. John built?*

The Quebec & Lake St. John Railway reached Roberval on July 28, 1888, and was extended to Chicoutimi on

Montreal Locomotive Works

Montreal Locomotive Works' newest diesel type, the DL-700, shown here in a painting by Howard Fogg, was designed especially for rugged Canadian climate and terrain.

George F. Whitcomb

Steamboat *Ticonderoga*, traveling overland to the famous Shelburne Museum, slides over the Rutland's line at Shelburne, Vt., and ties up a freight train.

August 1, 1893. Purchased November 15, 1906, it was operated by the Canadian Northern until the company became part of the new Canadian National System.

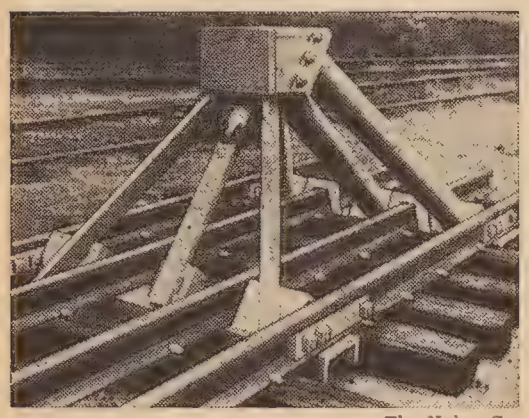
17 *Are there any old Central Vermont steam locomotives on display?*

Yes, in a museum at Shelburne, Vt., you can see old 220, a ten-wheeler built for the CV in 1915. She was probably the last coal-burning 4-6-0 to see service in America. She was known as the "Locomotive of the Presidents" because Calvin Coolidge, Herbert Hoover, and Franklin D. Roosevelt had ridden in her train. Today she rests near the old-side-wheeler *Ticonderoga* in the Shelburne Country Museum.

In traveling the two miles overland between Lake Champlain and the Museum, the steamboat crossed two highways, went through woods, fields, and powerlines, and almost bogged down in the rising waters of a swamp. Last hurdle was the Rutland's tracks at Shelburne. The boat sailed on, over the rails, tying up a Rutland freight train.

18 *Is it true that many years ago the B&O dug a tunnel under the Hudson River between New York and New Jersey, then sealed it up again?*

No. Some years ago a tunnel between Staten Island and Brooklyn (both in



The Nolan Co.

Newest type of bumping post is made of high-carbon steel, anchored with bolts.

Piedmont & Northern Railway

Flange lubricator on the Piedmont & Northern cuts rail and flange wear.

New York) was proposed to link the B&O's Staten Island Rapid Transit Railway with subway lines to Brooklyn, Queens, and Manhattan. The Pennsylvania is said to have opposed the project, but test shafts were sunk, and some construction work actually began before the B&O abandoned the idea.

19 *Your Northeastern Pacific roster omitted the 12-wheelers which the company was operating when I lived there three years ago. How come?*

NWP never owned any 4-8-0's. But during its last years of steam operation, the road at various times borrowed three from the Southern Pacific—Nos. 2937, 2951, 2943.

20 *How about a roster of the San Diego & Arizona Eastern?*

The SD&AE now uses six Southern Pacific diesels with these specifications: Nos. 5305, 5306, 5307, built by Alco in 1953; model: RSD-5; wheel arrangement: CC; cylinders: 9x10½; wheel diameter: 40; weight: 327,000; horsepower: 1600; tractive effort: 81,775; Nos. 5101, 5102, 5113, built by General Electric in 1949-50; model: C; wheel arrangement: B-B; cylinders: 9x10½; wheel diameter: 36; weight: 139,600; horsepower: 660; tractive effort: 34,750.

21 *Are bumping posts, or bumpers, still made of wood?*

Not necessarily. The latest type, made by Nolan Co., is constructed of high-carbon steel with alloy bolts for anchoring. Force from heavy blows is dispersed by a combination of bar tension and tubular compression members, while loop plates anchoring the tube members to rails in the center of the track add strength to the unit. A 2-inch-thick rubber head is often added, providing added shock-absorbing capacity.

22 *A history of the B&O's Wooster branch, please.*

In 1881 the Lake Erie, Wooster, & Muskingum Valley was incorporated to build a line between Black River on Lake Erie and Zanesville, Ohio. Construction began in 1882 between Wooster and Lodi, but halted in 1883 when funds ran out.

In 1886 Col. A. E. Boone incorporated the Painesville, Wooster & Ohio, and agreed to complete the LEW&MV by July 4, 1887. The PW&O didn't make it, and the rights reverted once more to the LEW&MV.

Contractors working on the B&O main line near Lodi proposed to take over the LEW&MV's partly graded roadbed and complete the line. The B&O backed this move, and it got underway in 1890 as the Cleveland, Wooster & Mahoning Valley. The 1913 mile line was completed between Wooster and Lodi in 1892. The B&O then bought it and has operated it ever since.

23 *What are the locomotive and car builders in the U. S. and Canada?*

United States

A.C.F. Industries, Inc. (freight and passenger cars; ACF-Talgo; tank, industrial, and mine cars; subway cars).
Alco Products, Inc. (diesel- electrics).
Baldwin-Lima-Hamilton Corp. (steam, electric, and diesel-electric locomotives, "Western" dump cars; derricks and cranes).
Budd Co. (RDC diesel railcars, stainless-steel passenger cars).
Davenport Besler (export and industrial diesels).
Differential Steel Car Co. (side-tipping air-dump cars, mine-hauling equipment).
Fairbanks, Morse & Co. (diesel-electrics, rail cars, wheels).
Electro-Motive Division of General Motors (diesel-electrics).
Greenville Steel Car Co. (standard and special freight cars).
International General Electric Co. (electric, diesel-electrics, gas-turbine-electrics).
Pullman-Standard Car Mfg. Co. (freight and passenger cars).
St. Louis Car Co. (diesel-electric railcars, passenger cars and trainsets, trolleys, trolley buses).

Canada

Canadian Car & Foundry Co., Ltd. (passenger and freight rolling stock, trackless trolley coaches).
Canadian Locomotive Co., Ltd. (diesel-electrics).
General Motors Diesel, Ltd. (diesel-electrics).
Montreal Locomotive Works, Ltd. (diesel-electrics, steam locomotive parts).
National Steel Car Corp., Ltd. (baggage, mail, express, freight cars).

24 *What is a flange lubricator?*

A gadget which applies grease to the flanges of wheels passing over it. The wheel's weight forces a little grease against the inside of the flange. On straight track the grease stays there, but when the wheel turns a sharp curve, it rubs off on the side of the rail. Flange lubrication cuts down friction and thus reduces flange and rail wear.

25 *So the train* Nellie Bly *will continue to run between New York and Atlantic City. Tell us about the girl for whom it was named.*

Nellie Bly

Elizabeth Cochrane (1867-1922) was born near Pittsburgh, Pa. She became a newspaper writer, using the title of a Stephen Foster song, *Nellie Bly*, as a pen name. Her many exploits made that name a symbol of adventure, travel, and women's rights. In 1895 she married wealthy Robert L. Seaman, 40 years her senior, who died in 1904.

Her biggest stunt was a trip around the world in 72 days, unescorted, at the age of 22, beating Jules Verne's fictional record by eight days. The last leg of her tour was a 951-mile ride from Chicago to New York on the Pennsy's *Chicago Limited*. That year (1890) the Pennsy named a train for her. Later the name was dropped, but in 1950 the Pennsy and the Pennsylvania-Reading Seashore Lines revived it. A few months ago the New Jersey Public Utilities Commission blocked a move to annul the train.

Last July when the train—now diesel-powered, with modern air-conditioned cars—went on a new schedule, a pretty girl posing as Nellie Bly distributed souvenirs to passengers in Atlantic City station. Other trains with feminine names:

Pocahontas (an Indian chief's daughter who married a white settler in Virginia), Norfolk & Western.

Ann Rutledge (Abe Lincoln's legendary first sweetheart), Gulf, Mobile & Ohio.

Nancy Hanks (named for a racehorse that bore the maiden name of Lincoln's mother), Central of Georgia.

Phoebe Snow (a fictional character created by an advertisement writer to publicize the cleanliness of travel on trains pulled by anthracite-burning engines), Lackawanna.

The Southern Belle (no specific person), Kansas City Southern Lines.

We hope that overseas readers will add to this list.

26 *What's going to happen to New York's Pennsylvania Station?*

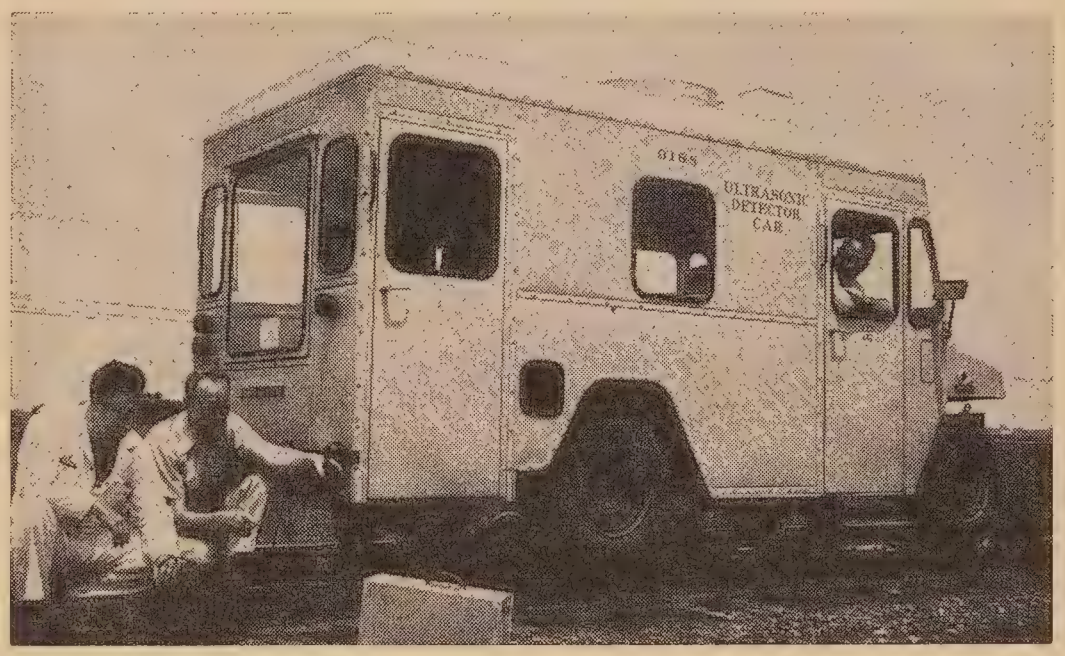
We don't know yet. Still in the planning stage, a project calls for the removal of the 45-year-old station and the erection of a Palace of Progress, a sort of permanent World's Fair, wholesaling center, and buyer's headquarters, over a new *underground* Pennsylvania Terminal. The Palace is to be the world's largest building. Construction would take place without interrupting the 689 trains that daily enter and leave the station.

27 *How many U.S. railroads issue magazines or house organs for their employes?*

Sixty-eight, including those of the Pullman Co. and the Railway Express Agency, both controlled by the railroads. Circulation totals about 1.5 million copies monthly.

Santa Fe Lines

First of its kind on any American railroad is the Santa Fe's new ultrasonic detector car. (Above), operator watches chronograph tape for sign of rail defect. (Below), defective rail joint detected by the tape is checked with an ultrasonic hand-test machine. Car picks up 95 per cent of all rail flaws at speeds up to 17 miles an hour.



28 *What is the ultrasonic detector car I keep hearing about?*

A sort of rail truck used to detect such rail flaws as fissures, fractures, bolt hole breaks, and separations. What's new about it is that the car applies a combination of sonic and ultrasonic frequencies to find rail defects. The frequencies effect recordings on a chronograph tape and so indicate normal and defective rail conditions.

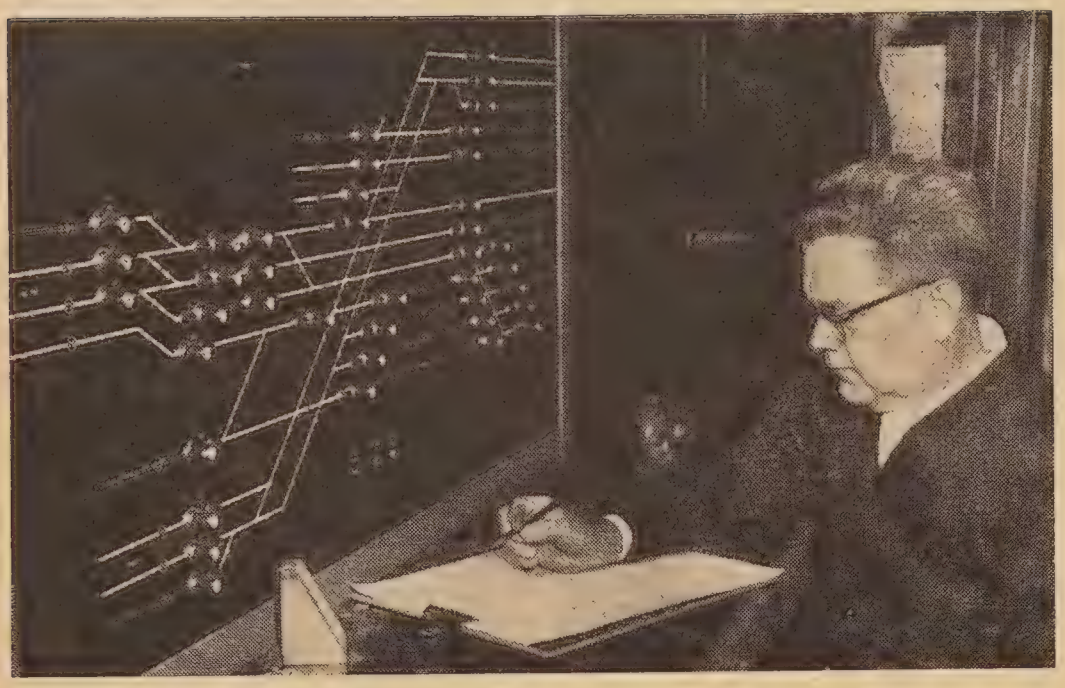
Developed by the Santa Fe and first placed in operation last March between Topeka and Atchison, Kan., the new car picks up more than 90 percent of all rail defects. Two technicians operate the equipment and mark defective rail for removal and replacement by section men.

Rail tests are possible at a standstill and at speeds up to 17 miles an hour. Equipped with rubber-tired wheels as well as flanges, the car can be hustled off the track and onto adjacent highways so as not to interfere with rail traffic.

29 *What is the status of the Black Mountain Railroad?*

The BM is now the Yancey, and here's what happened.

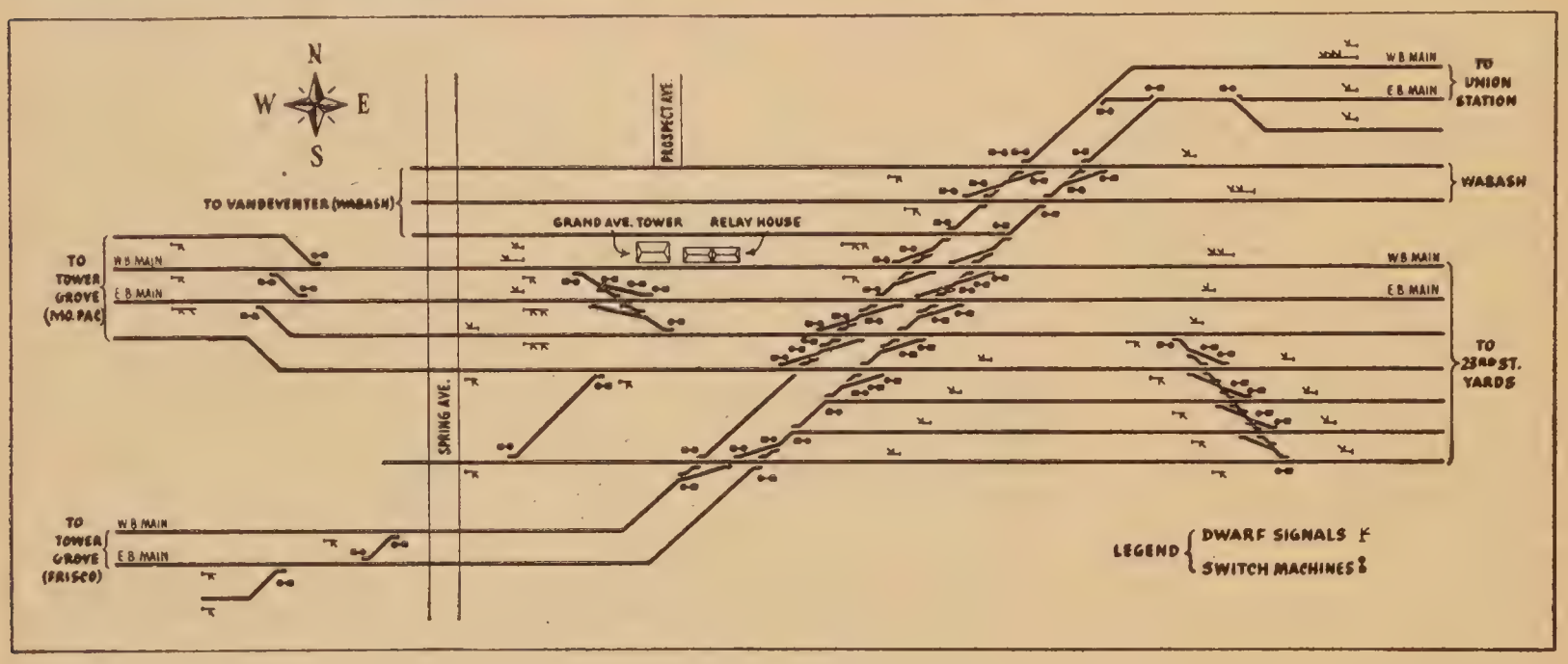
In 1951 the Clinchfield asked the ICC for permission to abandon the 13-mile Black Mountain spur between Kona and Burnsville, N.C., along with its branch from Micaville to Bowditch. Shippers protested; the North Carolina Utilities Commission backed them up.



Missouri Pacific Lines

Operator I. J. White keeps an eye on the control board of the Missouri Pacific's new N-X interlocking machine at the Grand Ave. plant in St. Louis, Mo.

Grand Ave. plant controls freight and passenger trackage of 4 railroads and several industrial plants. Daily traffic averages 400 movements on 400 routes.



In 1953 the ICC disallowed the abandonment, but later consented on condition that local residents be given a chance to buy the short line at salvage value.

Eighty-two citizens of Yancey County raised about $70,000, formed the Yancey Railroad, and bought the Black Mountain for $22,000. They scrapped the road's ancient steam locomotive and put a new 44-ton diesel into daily service, where once trains had run only three times a week. See photo page 78.

30 *Why aren't scrapped steam-engine whistles used on diesels?*

Diesels can't produce enough steam or air pressure to blow them. However, an increasingly large number of diesels pay tribute to steam power by using three-toned, chime-whistle-type air-horns, which imitate the steamer's nostalgic wail.

31 *How does the United States rate in comparison with the rest of the world in track mileage, locomotives, and cars?*

With 236,999 miles of track, the U. S. has 25.9 percent of the world's rail mileage, 12.9 percent of its locomotives, 12 percent of its passenger cars, and 28.8 percent of its freight cars.

32 *How does an automatic interlocking machine work?*

Let's take the General Railway Signal Company's N-X. These letters, derived from the words "*en*trance" and "*ex*it," suggest the machine's basic idea. When an approaching train requests a route, the man at the control board, a large map-like diagram of the track layout spattered with red and green lights to indicate switches, pushes an entrance button at one end of the route and an exit button at the other. Automatically, devices in the control board and its batteries of inter-connected relays set up a complete route which cannot be changed until a pre-determined time limit has been exceeded.

Switches and signals on the line operate automatically to permit passage of the train. If the first route is not available, or the second, the system will set up alternate routes through the plant.

The system is capable of controlling a great many tracks and switches. For example, the Missouri-Pacific's Grand Avenue interlocking plant in St. Louis, rules over about 400 routes with a traffic load at present of about 400 movements in each 24-hour period. The

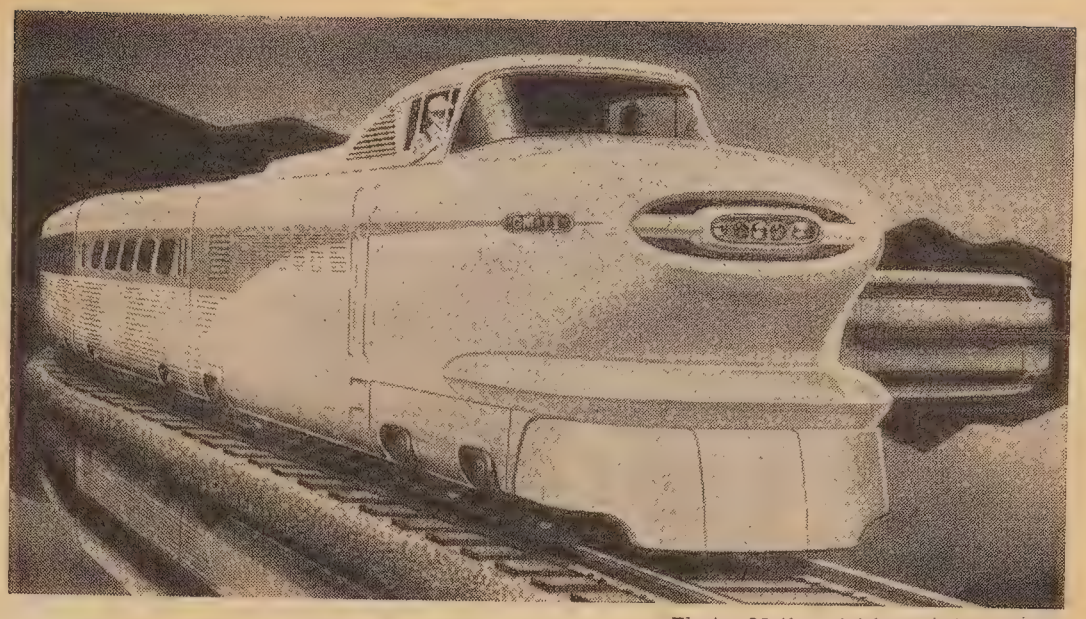
tower controls the high-speed tracks of the Terminal Railroad Association of St. Louis leading in to Union Station, seven tracks leading into the MoPac's west back freight yard at 23rd Street, one Frisco freight track, and two Wabash freight leads, as well as assorted other trackage leading to or serving a large meat-packing plant and several other industries. The interlocking machine directs and determines every movement within the area.

RUNNING EXTRA

"IN THE AUGUST issue," writes Marsh Ross, 415 No. Poplar St., Seymour, Ind., "you say Union Pacific's M-10,000 was the first steamliner. It wasn't. The first one was the Burlington's 990, the *Zephyr*. On May 7, 1934, I was her conductor from Cincinnati to Louisville during her exhibition tour of the United States. I was with the B&O then. Hoping this is news to you."

You've got a case, Mr. Ross. The Burlington's 990, the first *diesel*-powered streamliner, was delivered to the CB&Q by her manufacturer on April 18, 1934, but the M-10,000, a distillate-powered train, was delivered to the UP on February 12, 1934. She didn't go into regular service until January, 1935, however—two months after the *Zephyr* started running regularly November 11, 1934. From here, it looks like six of one and a half-dozen of the other, depending upon how you want to look at it.

FRANTS MELCHIORS, 131-16th Ave., East Moline, Ill., wants details of the Rock Island's hump yard at Lilois for his brother, a Danish Railroad employe, who's interested in knowing how it operates.



Electro-Motive Division, General Motors

Newest low-gravity train is this 4-wheeled, 10-car General Motors job. Cars, adapted from GM's 40-passenger buses, have a center of gravity higher than that of other lightweights, but lower than that of standard coaches. Its 1200 h.p. diesel will haul 400 riders at over 100 mph. GM is at last in the passenger car business.

WORLD'S most powerful locomotive, according to Burdell Bulgrin, Box 206, Owen, Wis., is not Union Pacific's Big Boy (tractive effort: 135,373 lbs.), as reported in the last issue, but the Duluth, Missabe & Iron Range's 2-8-8-4 (tractive effort: 140,000 lbs.). Big Boys rank first, however, in weight and speed.

DAVID F. MYRICK, co-author of *Cow-Country Narrow-Gage* (Oct. issue), is writing a book on the Nevada-California-Oregon and wants to hear from anybody having material that might be helpful.

FURTHER DETAILS on the Holman "Absurdity" come from Granville Thomas, 3058 West Ave., Ocean City, N. J.

"In 1894," he writes, "the South Jersey built into Cape May, N. J. Pinched for money, it tried out two experimental engines. One of them, the *Henry Shaw*, built with no counterbalances in the drivers to relieve the pound on the rails, was a failure.

"The Holman monstrosity, freshly painted, labeled "South Jersey Railroad," and numbered 10, was tried out. She ran to Cape May City and layed over there for several days. I know two men still living in Cape May County who ran her on that trip."

FIGURE for the depth of Death Valley in a recent issue was out-of-date, write J. L. Waton, 1416 W. 52nd St., Los Angeles, Calif., and Arthur C. Davis, 7323 Balcom Ave., Resada, Calif. For some time the official Government reading had been minus 279.8. But two years ago surveyors turned up two spots near Badwater reading minus 282, currently the lowest spot in North America.

Toledo, Peoria & Western's new "windowless" General Office building outwits broiling prairie sun with adjustable drapes, air conditioning. TP&W yards and shops are a short distance away.

Toledo, Peoria & Western Railroad

John P. Murphy

Franklin Square, crossroads of Troy, N. Y., as it looked in the halcyon summer of 1905. Visible are eight cars of three different electric lines: two Schenectady interurbans, a Hudson Valley Saratoga car (foreground) and four United Traction city cars.

TROJAN TROLLEYS

by ROD CRAIB

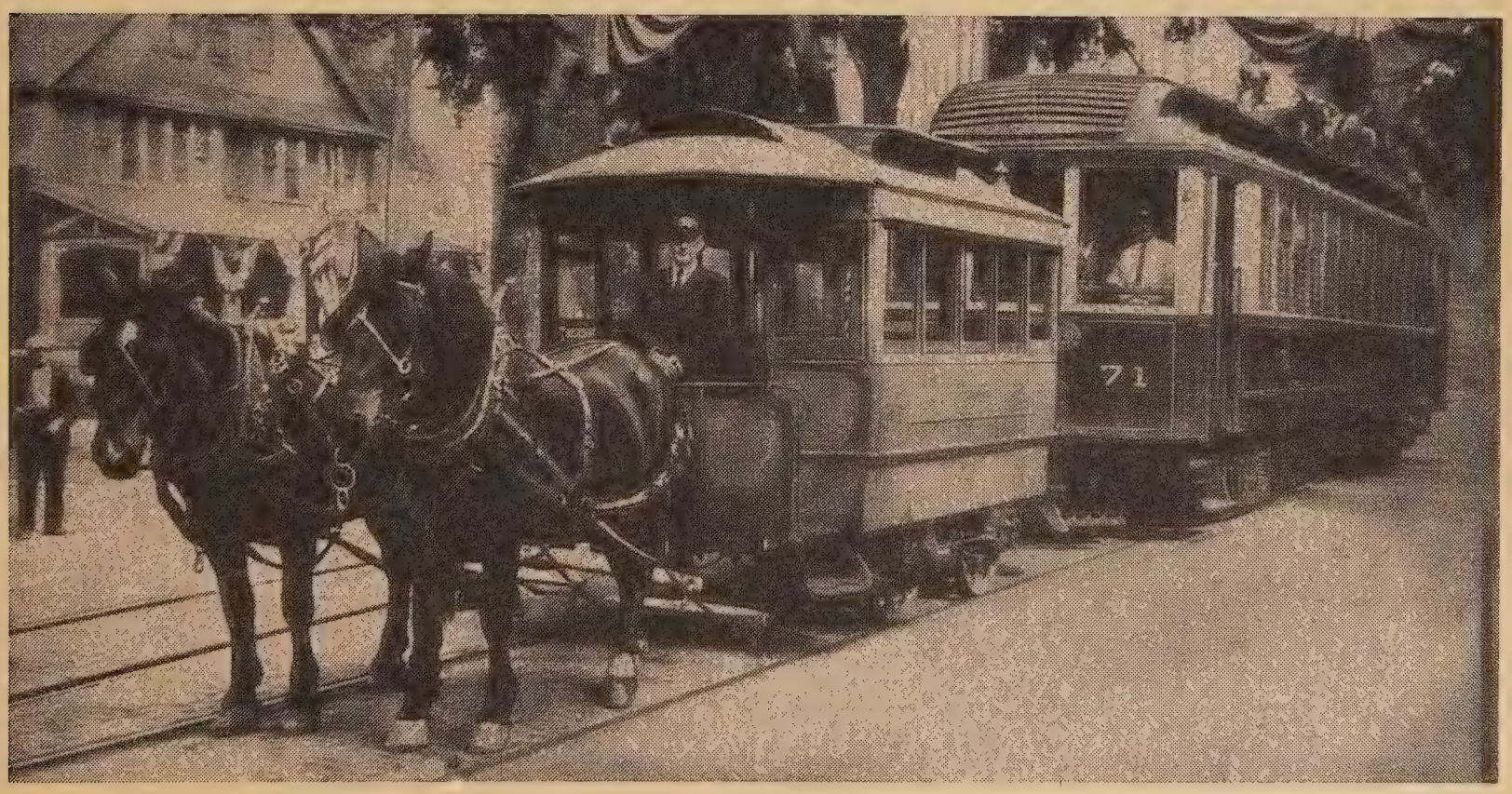
With Everything from Single-Truck "Belly-Button" Cars to Steam Road Flatcars Rolling under its Wires, the Network of Trolley Lines Centered around Troy, N. Y., Was a Showcase of Electric Operation

THE TWENTIES, that fabulous era of bathtub gin, the knee-length skirt, the Charleston, Aimee Semple McPherson, and the Duesenbergs, shared at least one now-lost advantage with the earlier, quieter time before the First World War. Those were the days of the Grand Tour, when a trolley fan could board a streetcar in Chicago and ride by electric traction all the way to Albany, New York, some 850 miles to the east. In the whole interurban route there was only one gap—it was never closed—a 30-mile stretch between the Utica & Mohawk at Little Falls, New York, and the Fonda, Johnstown & Gloversville at Fonda.

The eastern anchor of that never-quite-realized interurban chain was New York State's Capital District, and at the heart of it, or so Trojans insisted, was Troy. In 1899, when Trojan trolleys were at the opening of their great era, Troy was already the chief industrial city of the Capital District, employing in her mills and factories more workers than did neighboring Albany and Schenectady combined.

The whole area had grown considerably in the preceding decade, and Trojans had great expectations that in the Twentieth Century the city would become one of the really large commercial and industrial centers of the nation. The logical field for expansion was the still largely rural area surrounding the three major cities, but if it was to be developed, fast, dependable, and cheap transportation would have to be readily available. At the turn of the century, this meant railroads, sometimes steam, but more often electric. And so, by 1903, the cities of the area had been linked by a network of interurban lines, which during the fifteen years that followed were to be a showcase of electric operation.

In all, seven distinct electric lines have operated in the Capital District. Some, because of common ownership, had strong parallel interests, and all were operated in cooperation rather than in competition with one another. The core of the network was the United Traction Company's lines in Albany, Troy, Cohoes, Rensselaer, Watervliet, and Waterford. The re-

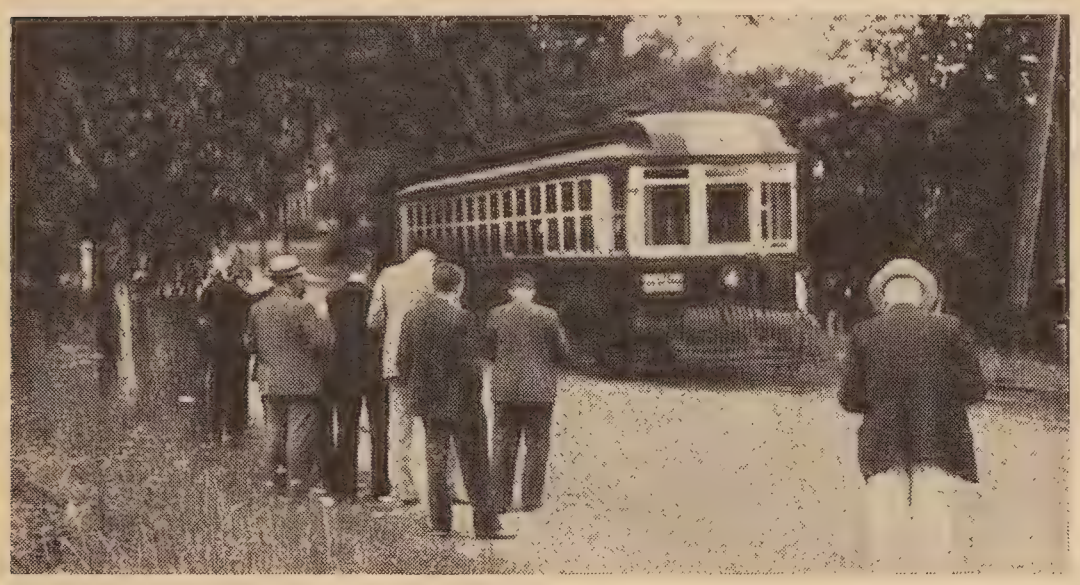


Roy Gives

Celebration at Fort Edward, N. Y., back in 1927 brought together these two milestones in Hudson Valley Railway equipment.

Delaware & Hudson

Northern segment of the Capital District network was the Hudson Valley Railway. (Above) One of the line's heavy interurban cars, No. 69.



Herman Rinke

Former Albany & Hudson car on the Schenectady-Saratoga line for 1939 fantrip of National Railway Historical Society and Electric Railroaders' Association.

maining lines, with the exception of the Eastern New York Railway between Ballston and Middle Grove, ran into UTC cities over UTC tracks.

From Warrensburg, 60 miles to the north, the Hudson Valley Railway operated interurban service over private right-of-way into Waterford. Unlike most of the other area lines, it profitably carried both freight and passengers for a while. Its freight service, as distinct from the self-propelled express cars that were a standard feature of electric lines, consisted of trains of steam-road cars, mostly originating on the Boston & Maine, hauled by steeple-cab motors.

To the west of Troy were the Fonda, Johnstown & Gloversville and the Schenectady Railway Company. Besides its city lines, SRC operated interurban service from Schenectady to Troy and Albany on a 15-minute headway, covering the 16 miles to either city in about an hour, while the FJ&G, which survives today as a dieselized steam line, ran over its own track to Schenectady and from there over SRC and UTC track into Terminal Plaza in Albany.

At Terminal Plaza, the area's only third-rail electric, the Albany & Hudson, ran cars equipped with trolley poles over UTC tracks to the outskirts of Rensselaer, where its own line ran south for 40 miles to Hudson.

Between the Troy suburbs of Albia and Averill Park ran the private right-of-way of the Troy & New England Railway. Only 7½ miles long, the line was originally planned to connect Troy with the New Haven's Housatonic line at Pittsfield.

OF ALL the Trojan roads, United Traction was the most important. Though technically an interurban, in practice UTC functioned as a street railway in the six adjacent cities it served, and its trackage agreements with the interurbans were designed to restrict it to street-railway operations, for which the other lines acted as feeders. This was a profitable arrangement for a while, and a far-sighted one, for the UTC, now a bus company, is the only Trojan line still in existence.

Formed on December 30, 1899, United Traction was a merger of three local street railways—the prosperous Albany Railway, which had been chartered as a horse line in 1863; the Watervliet Turnpike & Horse Railway; and the extensive Troy City Railway, itself the product of an 1889 merger of three horsecar lines, the earliest of which began operations in 1861. UTC expected to be able to compete with the Delaware & Hudson and the New York Central & Hudson River steam lines for the lucrative Albany-Troy business. By 1903, business was apparently good, for the company was able to boast that it was "the only railway in a second class city in New York that pays dividends."

During the whole period of trolley operation, United Traction had a reputation as a company that took good care of its equipment. To deserve this, of course, it had to be fairly strict with its operators. As on most street railway lines, a collision with another car, wagon, or auto was a serious offense that usually called for immediate discharge. Other offenses were more or less peculiar to United Traction. Mr. Fassett, the General Superintendent in 1902, was of the opinion that cigarette smoke was bad for the eyesight, and one of his official orders to his division superintendents read:

> *I wish you would look after the men who are smoking cigarettes on your division, and where you find any men habitually using cigarettes, please examine their eyes at least once a month. See that their eyes are not impaired.*

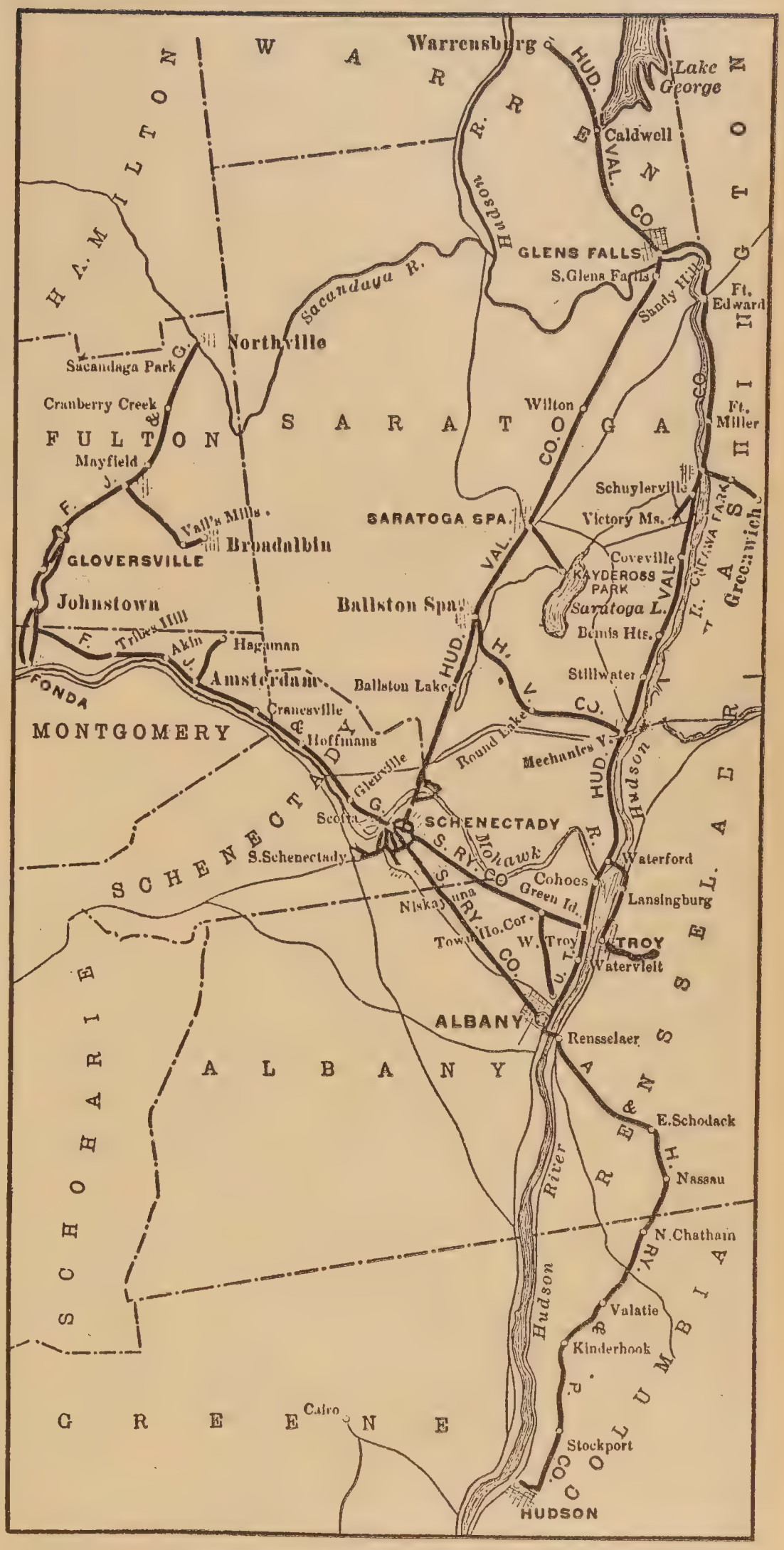
Still, UTC managed to find motormen, perhaps pipe addicts, to run the cars.

Early United Traction rolling stock was remarkably uniform, consisting mostly of cars built in the Watervliet plant of J. M. Jones' Sons and equipped with Taylor single trucks,

also manufactured locally. Its fleet of 158 nine-bench open cars was impressive by any standard, and so was its solution to the problem of getting passengers to enter an open car from the proper side—a light netting that could be dropped into position in a matter of seconds and removed as quickly. UTC's numerous single-truck closed-type cars lasted a good while longer than the open cars—until trolleys gave way to buses—but they were never really popular with either the public or the motormen, who called them "the belly-buttons" because they bounced up and down in the middle.

In later years, when many pairs of these old single-truck cars were combined and rebuilt as center-entrance, double-truck cars, motormen still had their misgivings about them. The cars would invariably skate on wet rails, and there wasn't a great deal the motormen could do about it. Larry Wiese of Brunswick, N. Y., a trolley motorman for ten years and a bus operator with UTC for ten more, recalls one rainy day when a cop gave an Albany division car the signal just as Larry's 900-class was moving into an intersection. The Albany car threw a pole and jolted to a stop in the middle of the street. Wiese hit the emergency air, the brakes grabbed, but the big car kept right on sliding into the other car's rear. Partly because everyone knew the 900's were prone to slip, no disciplinary action was taken.

During much of UTC history, two-man cars, some equipped for multiple-unit operation, were the rule on the lines. By and large the men liked them, but trolley operation has its hazards, however good the equipment. Arthur S. Spaulding of Watervliet, who recently retired after 35 years on UTC trolleys and buses, recalls one sub-zero night when he was a motorman on the Watervliet Arsenal run. During the switching operation at the Arsenal, the trolley pole got caught and was bent so badly before it broke away that it would not make contact with the trolley wire. The conductor took over the controls, while Spaulding climbed to the roof and held the pole to the wire for the whole of the trip back to Franklin Square, Troy.



New York's Capital District once boasted seven street railways and interurbans.

Spaulding was pretty cold by the time he got there, but the car did cover its advertised route.

UTC'S BIRNEYS had proved that one-man operation was feasible, but they were never popular with the motormen, particularly on the Troy hills in winter. According to Larry Wiese, "the Birneys, in two inches of snow, wouldn't move. They'd just stand there and hum like hell." But after an eleven-month strike in 1921, UTC began to eliminate two-man operation, except on the Troy-Albany interurban run.

Shortly after one-man operations began, John Shaugnessy, an inspector, boarded Wiese's car on South Saratoga Street in Cohoes and took over the controls while Wiese got some coffee from his thermos. The car, one of the 600 series built by Brill in 1903, had longitudinal seats. On this trip every one was filled, and the aisle was crowded with standees.

In crossing a long, deserted stretch which the motormen called the "Prairie," the track ran straight and then turned sharply up a slight grade. Shaugnessy let the car get wound up pretty well and, just before he hit the curve, decided to apply the brakes. On the one-man cars, the left position of the handle controlled the normal brakes, the center position was neutral, and the right position opened the doors when the car was standing still, or threw on the emergency air when it was in motion. Shaugnessy didn't think the normal brakes were stopping the car fast enough, and called out, half-jokingly, "Where the hell is the brake on this thing?"

"You're the supervisor," Wiese shouted back. "Where the hell do you think?"

Shaugnessy slammed the lever to the right, the emergency brakes caught, and the car jolted to a stop in the middle of the curve. The standees landed on the laps of the people in the seats, except that some of the people in the seats were already on the floor. "I never did finish that coffee," Wiese recalls, "and Shaugnessy never did have any use for the one-man cars." The United Traction Company did, though, and so did the citizens of Troy, who would probably have had buses palmed off on them several years sooner if it hadn't been for the economy of one-man operation.

A regular part of winter operations in Troy was snowplow duty. The plows were generally coupled to a big double-truck pusher. One night in the early 20's, Larry Wiese was called to clear the line to Cohoes, which was badly drifted. Charlie Dorecher, the Lansingburgh Superintendent, was running the pusher. The rig hit a big drift on South Saratoga Street, and the plow left the rails. Dorecher's car kept right on shoving, and the plow crossed the sidewalk, pulled its pole, and carried away the front stoop of a house. Flying over everything was an enormous cloud of snow. When the visibility cleared a little, Dorecher stuck his head out the window and yelled, "Where the hell do you think you're going with that plow?" Wiese called right back, "Where the hell do you think you're pushing me?" Between the two of them, they managed to get the plow rerailed with the drawbar, but there wasn't a great deal that could be done for the stoop.

Pole trouble and derailments were more-or-less routine operations, but Wiese recalls one memorable trip he made with another man on a sweeper over the Cohoes Belt Line. The sweeper left the rails, and Larry told his partner to pull the pole and get the drawbar while he checked the car. The man returned with the drawbar and carefully placed it against the derailed wheel. The resulting 500-volt short circuit threw him about fifteen feet, at which point he probably remembered he'd forgotten to pull the trolley pole. He wasn't seriously injured, but he wasn't much help in rerailing the sweeper either.

Summer seldom presented the operating problems winter did. It was memorable for different reasons. On the Troy & New England, even as late as the early 20's, cows were still tied to telephone poles and grazed along the right-of-way. And when the cars stopped at one of the farms, farm children were likely to run out with a bottle of home-made soda or cake for the motorman.

For a time, both the T&NE and the UTC were owned by the D&H. T&NE's old single-truck units were adequate for normal summer crowds, but on holidays United Traction would send some of its bigger double-truck cars down to be run extra. UTC motormen always liked to draw the T&NE extra runs.

One Decoration Day in 1925, Wiese was one of the men called to run five 700 series cars over the T&NE. The cars left Troy at nine in the morning and were supposed to start running from Albia at ten on whatever headway the crowd seemed to require. The motormen pushed the cars into the Albia Barn and waited for the crowd to develop. It was a nice day, and Wiese recalls that the motormen spent most of it lying on the lawn of the firehouse across the street. The traveling public didn't even fill the T&NE cars, and at eight that night, the five extras ran empty back to the city. That summer, the T&NE was abandoned, and its run taken over by buses.

THE T&NE was the first of the area lines to be abandoned, but it was not alone in its difficulties. By the end of World War I rising costs of operation and bus competition had put an end to the prosperity of the electric lines. United Traction's time of trouble was introduced by the strike that began on January 29, 1921, when Troy and Albany motormen and conductors refused to accept a wage cut from 60 to 45 cents an hour. Riders supported the strikers, and passenger traffic dwindled from 23 million for the first six months of 1920 to 4 million for the comparable period in 1921. When the strike finally ended on November 24, the company had lost $1,800,000 in fares, the men had lost $1,000,000 in wages, and the Republican Party had lost control of Albany, the State Capital, for the first time in 22 years. Only the Democrats, who have remained in power in Albany ever since, gained anything.

The abandonment of United Traction trolley service started in 1924, when one of the Cohoes lines was converted to trolley-bus operation for a ten-year trial. That same year gasoline buses went into operation on UTC trolley lines in Rensselaer. The trolley-bus experiment failed, largely

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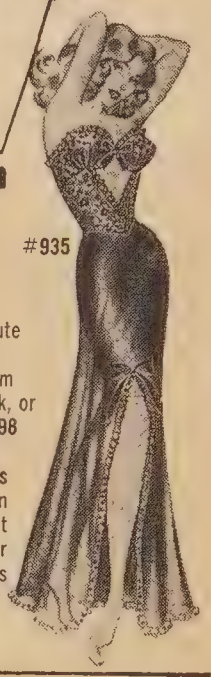

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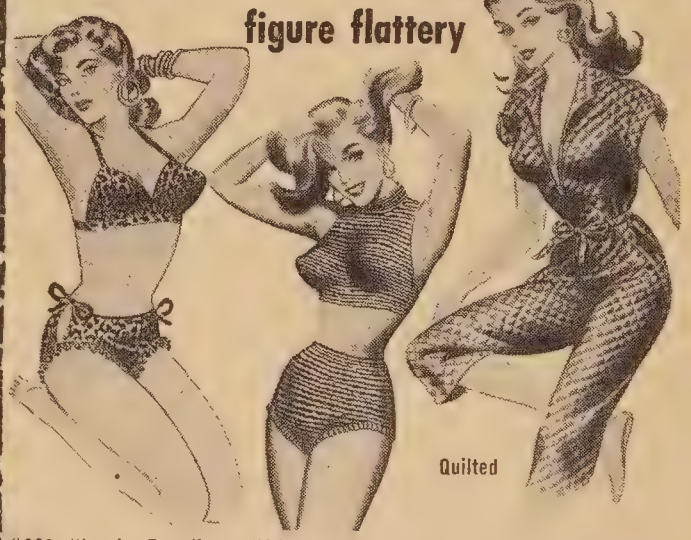

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because firemen complained that four wires in the narrow streets made it too difficult to fight fires properly, but in the years that followed, buses took over on route after route.

United Traction had little choice about abandoning electric operations. The heavy fixed charges connected with trolley financing and the special trolley taxes made it impossible for trolleys to be run as economically as buses. Under a New York State law that dated back to horsecar days, for instance, trolley companies were required to pay a very high percentage of the cost of new pavement on their routes, but bus operators were not. In Albany and Troy, rather than repave a street, UTC converted the routes affected to bus operation. And so, as more and more streets came up for repavement, more and more routes were given over to buses.

Gradually the Capital District's interurban network began to fall apart. The Hudson Valley Railway was abandoned in 1928, the Albany & Hudson and the Eastern New York Railway in 1929, the Fonda, Johnstown & Gloversville trolley lines in 1938. Gasoline and rubber shortages during World War II brought a temporary reprieve to Capital District city lines, but by the end of 1946 both SRC and UTC trolleys had ceased operations.

Anyone who had suggested in 1900 that the future of electric railways in the Troy area was to be so short would have been thought a fool. In 1903 the *Street Railway Journal* described electric operations in the Capital District as "a model that could be profitably followed anywhere in the country."

At present, far from being even remotely a model system, the area has almost nothing resembling a transportation system. It does have a great deal of intercity traffic, almost all of which is handled by private automobiles. The roads are clogged, and in most cases it takes longer to go from one city to another than it did a half century ago. Once the cities are reached, parking problems that would have seemed fantastic in the streetcar era are now commonplace.

Small wonder that many people are beginning to be nostalgic about the Trojan trolleys. ●

Steve Maguire

Car 100 runs weekends on Waterloo, Cedar Falls & Northern Iowa's last interurban.

TRANSIT TOPICS

by STEVE MAGUIRE

Steve Maguire

LESS THAN a year later, many of the traction lines discussed in "The Last Interurbans" in the February issue have already gone. July 25th saw the end of passenger service on the 23-mile Shore Line division of the Chicago, North Shore, & Milwaukee. If the Interstate Commerce Commission could permit the Shore Line's busy passenger service to be eliminated, it is not impossible that in time even the North Shore's Skokie Valley passenger service between Chicago and Milwaukee may also be scrapped, leaving only the line's very profitable freight service.

The Illinois Terminal is also expected to receive permission to abandon the last of its passenger service between St. Louis and Springfield. City streetcar service in Granite City will, of course, continue. What will happen to IT's streamlined equipment is unknown, but somebody ought to be able to use cars which are not yet ten years old.

The Waterloo, Cedar Falls & Northern is operating round-trips only on weekends from Waterloo to Cedar Rapids. Latest reports indicate that the Rock Island and the Illinois Central will operate the property jointly, using their own motive power.

The FDDM&S has abandoned its sole remaining passenger run and is converting to dieselized freight operations. Trolley wire on the Ames branch was taken down in August, writes Ed Meyers, 1521 Carroll St., Boone, Ia., after tests proved a propane electric engine to be practical. The scrap value of the line's electric wires together with the savings on maintenance and operation costs involved in junking the electric cars is expected to pay for the new diesels.

Present plans call for scrapping of all passenger cars, but the company could probably be persuaded to save one for use on occasional diesel-powered fantrips, or to sell them for a nominal sum—plus transportation—to railfans. Interested persons or groups should write Arthur P. Wheelock, President of the Fort Dodge line, Boone, at once.

Elsewhere in Iowa, Ed Meyers and Wilson B. Lemberger write that two other interurbans are operating passenger cars again. The Charles City Western, which hasn't run a passenger car since 1952, is now making car 50, a completely renovated double-ended passenger interurban, available for fan trips and special parties. Recently a wealthy farmer chartered No. 50 for a group of camp fire girls and held a mock hold-up enroute, which had the girls in quite a dither.

The Southern Iowa Railway, Centerville, is also carrying passengers for the first time since the early 30s. A year ago some members of the Iowa Chapter of NRHS happened upon passenger car No. 9 in the barn and asked the company if a fan trip could be run. The company was not only willing, but eager. Since then fans have completely repainted her—with orange livery, red roof, ivory sash, and brown doors and steps. The interior is presently being refinished.

AFTER VACATING its track over the Victoria Bridge to make way for the St. Lawrence Seaway project, the 20-mile Montreal & Southern Counties interurban cut its line back to St. Lambert, where for the time being CNR trains make the run into Montreal. Eventually buses will do the job.

BECAUSE traction lines in the United States and Canada are gradually disappearing, some of our readers have asked for news of the many electric railway lines operating profitably elsewhere in the world. We'd welcome readers' opinions on the subject.

Capt. Donald H. Flayhart writes that Seoul, Pusan, and Yung Dong Po in Korea have electric railways. Seoul's well-equipped and well-maintained system is the largest. Neighboring Yung Dong Po has only one streetcar line, between the Han River and the railroad station. Before the war, cars ran into Seoul, but service was cut off when the bridge was destroyed and has not been resumed, even though the bridge has been rebuilt. Passengers walk or ride buses across to connect with Seoul trolleys. Maintenance of equipment and right-of-way is very poor.

Despite recent improvement, Pusan streetcars are in bad condition. Equipment consists of single-trucked cars and trailers that rest on four wheels, not joined, a number of Japanese-built cars, and some ex-Atlanta, Ga., double-truckers. Sixty-four more stateside cars are reported on their way, and Korean lines need them desperately. Many cars are laid up because of lack of parts, but Korea, which was occupied by Japan prior to World War II, refuses to buy any parts whatsoever from her island neighbor.

NINE ARGENTINE CITIES have trolley lines, writes Ramon Farrero Gou, Rosario, Argentina—Buenos Aires, Rosario, Santa Fe, Parana, Eva Peron (formerly La Plata), Cucumain, Mendoza, Mar del Plata, and Cordova. In recent years railway service has been abandoned in Salta, Concordia, Bahia Blanca, and Quilmes.

Erico G. Cleesattel, Florida FNGBM, Roca 2801, Buenos Aires, writes that Buenos Aires' only remaining interurban line, the busy 30-kilometer Chacarita-Campo de Mayo is being modernized. Heavier standard-gage rails are being installed, stations renovated, block signals put in operation, and third rail being laid. Operated by the nationalized General Urquiza Railroad, the

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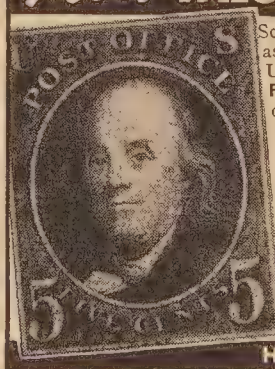

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J. Minnicks

This old St. Louis Transit Co. charter car, *Rover*, boasted an icebox, visible in doorway. Inherited from the Lindell Railway, the car had been rebuilt from two single-truck electrics—note break in monitor deck where center section was added.

line still uses old wooden cars, built in USA, along with some new steel-riveted equipment.

Ten old double-trucked locomotives handle the freight service. Some second-hand electric locomotives arrived recently from the United States with knuckle-couplers, which will be replaced by the standard two-buffer and hook system in use on all Argentine roads.

PETE ALLEN, 31 Turnberry Ave., Toronto 9, Ont., a signal maintainer for the new Toronto subway, wants to get in touch with subway employees in America and overseas. "Here in Toronto," he writes, "we are planning a second, 12-mile subway line along Bloor St. The TTC has warned the city that if the line is not constructed within five years Bloor St. traffic will move at not more than five miles an hour—which is about what it does now in rush hours.

"The Yonge St. subway is doing better than anybody ever expected. Original estimates predicted it would be ten years before the line carried 35,000 passengers an hour during rush hours, but already we are carrying 32,500 an hour. Now in service are 104 cars operated in six-car trains. Thirty-four more will be bought to permit operation of eight-car trains, the station capacity, enabling 40,000 passengers per hour to be hauled."

"THE STEAM DUMMY *Vermonter* (page 28 of the June issue) appears to be equipment which once operated in Muncie, Ind., in the '90s," writes C. O. Barnhart, 409 N. George St., Rome, N.Y. "The fourth letter in the city name is a disfigured *c* not an *s*. There is no city in the U.S. named Munsie, and Muncie, Ind., had a steam dummy which was sold to the Ludington Northern in Michigan and which ran there in passenger service to Epworth and Hamlin Lake resorts, nine miles away, until 1920, when the road quit service. If my memory is correct, the dummy was still called the *Vermonter* while it was in Ludington."

ON JULY 26, 1905, the Long Island Rail Road made its first scheduled passenger run with an electric train, between Brooklyn and Rockaway Park. This trip marked the beginning of a broad-scale electrification of what is now the country's busiest passenger railroad.

Last July 21, just five days short of 50 years later, in a double-barreled ceremony, the LIRR made its first scheduled passenger run with one of 140 new air-conditioned Pullman-Standard electric cars, following the first 9.3 miles of the 1905 electric-train trip. The road's first electric cars had long since been scrapped. Instead, the LIRR's oldest electric car, built in 1908, rolled out of Brooklyn's Flatbush terminal for Jamaica, sandwiched between four modernized cars. Aboard were several railroaders who played key roles in that first electric trip a half century ago—some retired, others still on the job. At Jamaica, a car inspector painted a big red X through the car's number, officially retiring it from service.

Ed Myers

Freight-only Charles City Western now uses remodeled car No. 50 for fantrips.

The Long Island now has 287 miles of electrified track, not including sidings, and nearly two-thirds of its 285,000 daily passengers use electric trains exclusively, while the rest use electric trains for at least part of their trips, principally between Jamaica and the Brooklyn and New York terminals.

A FIRE at Pittsburgh Railway's Homewood carbarn recently destroyed 11 of the line's 666 PCC cars along with some older equipment. Service was not affected since declining traffic has left a surplus of nearly 100 cars. Six partially damaged PCC's are to be repaired.

Until about 1930, double-decker trolleys ran on Pittsburgh's 73-Highland route, recalls Ivan W. Saunders, 472 Belonda St., Pittsburgh 11, Pa. This was the only Pittsburgh line without an overhead bridge or other low clearance. The cars were heavy and slow, but they got the Sunday crowds to the Highland Park Zoo. No. 6000, the first of the tall cars, was built in 1912 out of 3 old single-truckers. Later, six more were built.

Pittsburgh lines had several unusual features. Route 60, East Liberty-Homestead, used to run across the old Rankin Bridge, turned on a circular loop right on the bridge, and went back across the river without touching land.

Car 3556 had poles and controls at both ends, but its seats weren't reversible. The car usually turned on the loops at the end of each interurban

Steve Maguire

In 1953 Potomac Edison No. 9 (formerly Washington & Old Dominion 26) rolled past Pennsylvania Railroad's freight house at Frederick, Md., on PRR tracks.

run, but with the dual poles and controls there must have been some backward movement somewhere.

Many Pittsburgh trolley routes start out together, separate, and rejoin each other later. The 12-mile Flying Fraction Route, No. 77/54, the longest single 20-cent ride in Pittsburgh, wanders over half the city but never gets downtown.

The Monongahela Inclined Railway, one of the two in the city not operated by Pittsburgh Railways, is 640 feet long. The 40 Mt. Washington trolley runs past the top of the incline, travels 4 miles, partly through a mile-long trolley tunnel, and emerges 14 minutes later at the bottom of the Incline.

ATLANTIC CITY Transportation Co., which had been ordered by the New Jersey PUC to repair the outer portion of its line by June 1, has not only succeeded in not doing so, but has also been permitted to continue using shuttle bus service to the end of the line. The company was also given further time to apply for permission to abandon service permanently to towns at the outer end of the line. The company now expects to give up all its streamlined PCC Brilliner streetcars about November 1, 1955. The PUC holds that all this is in the interest of public necessity and convenience.

STREET RAILWAYS of New Orleans, by E. Harper Charlton, a 96-page, illustrated history published at $2 by Ira Swett, 1416 S. Westmoreland Ave., Los Angeles 6, Calif., traces Crescent City streetcar lines back to their origins in the Pontchartrain Railroad of 1831. An outstanding job.

The St. Joseph Valley Railway, by Joseph A. Galloway and James J. Buckley, is a 44-page, illustrated history of H. E. Bucklen's northern Indiana line that in its time used steam, gas-electric, gasoline, battery, and electric interurban power. Published at $2 by the Electric Railway Historical Society, 7625 W. Gregory St., Chicago 31, Ill.

"HOW did the Key System get its name?" writes E. D. Wenmore, 319 Fullerton Parkway, Chicago, Ill. "That's easy. The Key Route, as the San Francisco, Oakland & San Jose Railway was known after its formation in 1902, used the famous Key emblem on its timecards to symbolize not only its "key" position in the East Bay region but also the layout of its ferry and train system. The prongs of the key represented the ferry slip, the stem the three-mile trestle into San Francisco Bay, and the circular handle ringed the principal points reached—Oakland, Piedmont, and Berkeley. The Key Route became the Key System in 1923, and the name was retained even after a bus division was formed and the emblem itself disappeared from the timecards."

THE LAST TROLLEY line in Queens, N. Y., may soon be a memory, if the company's bus line over the new Welfare Island bridge from Long Island City works out. Until the bus line went into operation, the trolley route, running from the Second Ave. end of the 59th St. bridge to Queens Plaza, was the only public transportation link with Welfare Island. The trolley's Vernon Ave. stop is one of the strangest in the world. Passengers take an elevator from the street to reach the trolley on the bridge. ●

A. B. Aretz

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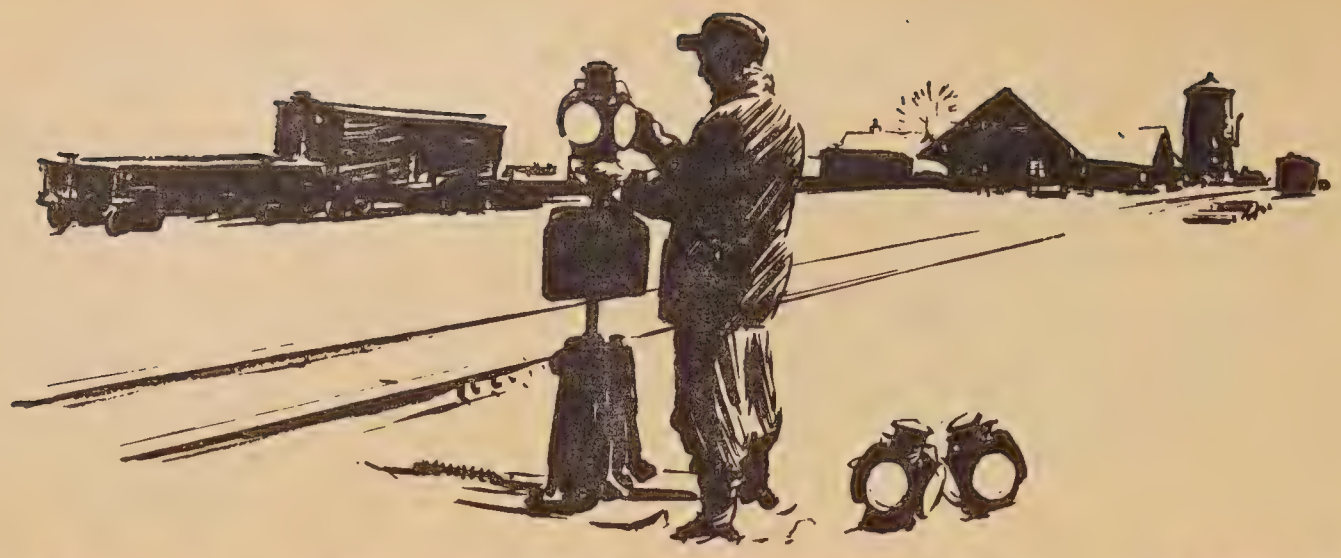

THE SUPERINTENDENT'S STORY

One of the Strangest Adventures in Rio Grande History Occurred That Day the Plow Train Rammed the Drift on Mapleton Bench

A True Tale by HARRY BEDWELL

SOME amazing—and incredible—stories are told by the men of the Denver & Rio Grande Western. Their railroad slashes through the Rocky Mountains, over some of the highest passes in the world, crosses the high desert and takes to the grades of the Wasatch Range. It is towering country, and the tales they tell of it grow tall.

In yard-office bull sessions, when the mercury is headed for the bottom of the glass, you may hear of strange events that seem out of this world. These mountain railroaders are lusty, and they tell preposterous stories with gusto and a pungent sense of the ridiculous. Desperate affairs unfold fantastically—and sometimes blow up in your face. Nevertheless, you get a feeling that their whackiest legends are not as absurd as they make them sound.

J. R. Loftis, lately division superintendent of the Salt Lake Division, explains the D&RGW's extravagant lore by pointing out that you often encounter unearthly effects up there in the high altitudes. The air is thin and heady, and aspects become distorted. He will observe, with a whimsical glint in his ice-gray eyes, that the combination of atmospheric phenomena and vigorous imaginations has resulted in some mighty eccentric episodes.

And then he tells the one about the time the Rio Grande used skis on their locomotives, when the line became snowbound, and the *Scenic Limited* got lost, took the wrong pass, and arrived at Denver in the Santa Fe yards.

But Loftis' favorite is no tall tale. It happened, he was there to see it, and he begins telling about the snowstorm that moved down from Soldier Summit in the winter of 1916.

At the time, Loftis was trainmaster at Helper, below the Summit in Price Canyon on the eastern flank of the Wasatch Range. The storm quickly developed into a blizzard, and the snow-fighting equipment remained in shelter to wait it out, while the wind packed the canyons with drifts. The railroad began to stand still. A break came toward morning. The wind died, and the cold became so intense that snow couldn't precipitate. Loftis promptly took a snowplow train west from Helper to clear the line across Soldier Summit.

The plow slugged through the drifts up the spiraling grade through Castle Gate and Colton. The wind had trampled the snow between the narrow walls until it was almost like granite, and the plow train repeatedly had to back off a time or two and ram a drift to break through. Finally, they topped the grade at Summit and headed down Spanish Fork Canyon on the west side. They stopped at Thistle to "coffee up," and the operator told Loftis he'd heard the high wind had drifted the snow to considerable depths at Mapleton Bench down below.

The plow train blasted on through the iron cold. They expected a prolonged struggle to clear the line across the Bench, but when they moved onto the Bench, the track had been swept bare. The wind had done their job for them. So much the better.

The gray sky hung low. The world was colorless. The extended view was blurred and indefinite, and nothing in it would quite come into focus. They rolled on across the Bench, and then suddenly the horizon came sliding in upon them, upending directly overhead. The engineer set the brakes on the plow train for a quick stop.

THE WIND had piled the snow from the mesa into a barrier that choked the lower end of Mapleton Bench. It stood up above the locomotive's stack, but in the tricky light nobody could tell where the snow stopped and the sky began. The whole

prospect was distorted. If the barrier was as big as it appeared, the plow train probably couldn't force her way through. More likely she would get stuck in the snow and buried, unable to move in either direction, until another plow came to dig her out. But the railroad was standing still, and those cold-eyed officials up at headquarters expected you to open it up immediately.

A less resolute outfit would have tried short lunges at the barrier to test it out. Loftis decided to gamble on one powerful assault, to hit the drift with the full force of the big Mountain-type locomotive, and keep on going as long as the drivers would turn. The plow train backed off across the mesa a mile or so and paused while the fireman built up the steam pressure till the safety popped.

The engine chuckled as the hogger started her forward again, widened the throttle, and built up speed. Thin smoke trailed over the pale, dead landscape and the engine's exhaust tossed a throaty bellow through the frozen silence. The plow train was traveling fast when she entered the drift.

Back in the caboose, Loftis and the conductor rode the cupola. They saw the barrier explode under the thrust of the plow, a ragged white sheet flared high into the lifeless sky, and the caboose shuddered as if an earthquake had struck. The engine blasted into the welter of snow and disappeared. The caboose dived into the drift after it, speed dropped abruptly, and they crept slowly along in almost total darkness. The caboose shook so violently that Loftis thought they must have left the rails and gone onto the ties.

After a while, the snow began to break away from the cupola windows, and ahead Loftis could see only a vast field of snow sliding down the slope before them. No engine. No tender. Only the snow, which undulated and broke into ripples and rollers, grinding along in a sluggish avalanche. The train was still moving. Beneath the snow the engine was stubbornly bucking the huge drift, but there was only the desperate beat of her exhaust and spurts of thin smoke and blackened bits of snow tossed up from the blasting stack to show where she was headed.

Then a strangled shriek tore out across the frozen mountainside.

More light broke through around the cupola, and Loftis saw jets of steam fluttering just ahead. The weight of the snow on top of the engine had opened the whistle, and the sound was forced up through the moving mass in a wild sort of wail.

Gradually the avalanche began to lose bulk. Large mounds came up against the dim horizon, and some of them sprouted smoking chimneys. They were nearing the town of Springville.

The drift began dropping away below the sides of the caboose, and a huge pile of snow moved into the Springville yard. The engine was still buried. From the caboose Loftis couldn't make out even her outline. But the hogger couldn't see a thing. For all he knew he was still moving through the big drift, and so he kept right on beating his engine. Loftis turned the emergency brake valve in the caboose and brought him to a stop, while the brakeman forced open the back. The whistle was still screaming.

AS HE WADED across to the station, Loftis saw something in the gray light at the farther end of the street—it looked like a freight train stranded on a siding, her engine smoke mingling with the sky, but he couldn't be sure.

To his surprise, Loftis found the station wide open. The stove glowed red in the gloom, but nobody was around, and the office door was open. A half-finished cup of coffee sat on the desk. Loftis made a mental note to reprimand the agent for leaving his depot unprotected, and pushed through the snow to the freight train.

The engine cab was empty, but the fires had been banked properly in the firebox, and steam pressure stood high enough at the moment, but an engine can die quickly and freeze up in that temperature. The fireman was certainly negligent—and where was the engineer? Loftis made another note for a stiff rebuke.

The section men had been shoveling out a siding, but they weren't at work

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now. Shovels were scattered about the space they had cleared, and Loftis shook his head and made a third memo, to investigate the conduct of the gang foreman. Then he went back to his train and ordered the crew to recover some of the abandoned shovels and dig the enginemen out of their cab.

Loftis turned up the deserted street of the town. An air of disaster hung about the place. Something must have happened, but, even so, no good railroad man leaves his post of duty in a crisis. Loftis had been on duty eighteen hours, and his temper was frayed. He hankered for somebody's scalp.

Lights burned brightly in the first store he came to. An insolent cat stared at him from the top of a cracker barrel. But there were no clerks and no customers on the premises. He went on, but no human being was to be found anywhere through the length and breadth of the town. Loftis gave up finally and returned to the station.

The train crew had shut the whistle off, but the snow was packed so hard about the locomotive they hadn't yet been able to liberate the engine crew. Without a telegraph operator Loftis couldn't report to headquarters. He was chilled and hungry. In the dead light, the silence stung like cold needles, and it sapped even the rasp of the shovels without an echo.

A reluctant figure moved warily along the main street. It drew near, and Loftis felt both relief and annoyance. He recognized the man—it was the station agent.

"And where have you been?" Loftis demanded.

The agent studied the pile of snow that had been shoved into the yard.

"All right," Loftis said impatiently, "let's have your alibi!"

A puff of black smoke erupted from the ridge. The agent backed off and prepared for instant flight.

Loftis was exasperated.

"Where in hell has everybody gone?"

The agent said timidly, "What was all that racket we heard?"

"The whistle got stuck," Loftis said. "Now suppose you explain why you went off and left your station unprotected."

The top of the cab appeared under the train crew's rasping shovels. The agent studied it thoughtfully.

"A little while ago," he said, "we heard the blamedest noise up there on the grade. It sounded like the mountain splittin' wide open."

"What then?"

"Everybody came out to have a look. We saw an avalanche comin' at us, and somebody yelled, 'Take to the hills!' And we took."

"It wasn't an avalanche," Loftis said. "The plow train got buried in a drift and brought it along to town."

"Yeah!" the agent said. "But it didn't look like that from here. When the whole field of snow curled up and moved on the town, we moved out damn quick."

The air up there, Loftis will tell you, is thin and heady, and lusty men are likely to develop vigorous imaginations. He canceled the reprimands and penalties he had planned and followed the agent into the station. He'd wire a report and obtain further instructions. ●

Books of the Rails

VIRGINIA & TRUCKEE: A Story of Virginia City and Comstock Times, by Lucius Beebe and Charles Clegg, Stanford University Press, Stanford, Calif., 52 pages, paperbound, $2.

A "tourist edition" of the Beebe-Clegg classic with revisions and new illustrations. Photographic reproduction here is inferior to that in the earlier edition, but its Homeric style remains as impressive or infuriating as ever, depending upon your point of view.

JAMES J. HILL, by Stewart H. Holbrook, Alfred A. Knopf, New York, N. Y. 205 pages, $2.50.

One of the giants of American industrial history, Jim Hill had the stuff of legend in him, and Holbrook's excellent book, portions of which originally appeared in *Railroad Magazine*, is less a biography than a retelling of that legend, a history of railroad expansion along the northern fringe of the United States during the late 19th Century. Maps of the Great Northern and the Canadian Pacific, which Hill begot in whole or in part, would have helped a lot.

THE DESERT RIDER, by Leslie Scott, Arcadia House, New York, N. Y., 223 pages, $2.50.

A comic-strip style Western involving a race between two rival railroads for what sounds like the Royal Gorge, but isn't.

SIERRA RAILROAD, The Western Railroader, Box 668, San Mateo, Calif., 40 pages, paperbound, $1.

A memorial to the end of steam on the Sierra, including a history, dozens of fine photographs, maps, timetables, an illustrated roster, and a list of movies —*High Noon*, notably—filmed on the line.

THE MAN WHO LIVES IN PARADISE, by A. C. Gilbert, with Marshall McClintock, Rinehart & Co., Inc., New York, N. Y., $3.75.

Inventor, magician, Olympic champion, real estate promotor, dog fancier, manufacturer, A. C. Gilbert, whose erector and chemical sets and American Flyer trains, have made his name a household word, has written his biography. "I've remained a boy at heart," he says, and this gives you a pretty good idea of what to expect. Girders for New Haven Railroad power lines gave him the idea for the erector set, and his AF was the first model company to build scale-model trains.

PICTORIAL HISTORY OF THE WILD WEST, by James D. Horan and Paul Sann, Crown Publishers, Inc., New York, N. Y., 254 pages, illustrated, $5.95.

A run-down on the desperadoes who preyed on banks, railroads, and each other in the days when such doings were far less romantic than they seem now. The great train robbers from the Reno Gang to the Wild Bunch are all here in force, along with some lesser lights.

BULLETIN NO. 92, The Railway & Locomotive Historical Society, Inc., Baker Library, Harvard Business School, Boston, Mass., 124 pages, members: $2; non-members: $3.

This latest issue contains Part I of a lengthy history of the Pittsburgh, Shawmut & Northern; notes on the eccentric George S. Strong locomotives, CB&Q motive power of the mid-century, and French locomotives designed for the

Memphis, El Paso & Pacific; another note on Vermont's railroad war; and a particularly interesting piece on builder's plates and construction numbers.

THE SILVERTON TRAIN, by Louie Hunt, Leucadia, Calif., 71 pages, $4.

A guided tour of the D&RG's remaining narrow-gage trackage, primarily the Silverton line, with history, maps, timetables, glossary of railroad terms, roster, and so on.

WORLD RAILWAYS, edited by Henry Sampson, 3rd Edition, Rand, McNally & Co., Chicago, Ill., 462 pages, $25.

Despite its price, this is probably the most valuable single railroad reference work around. The opening section includes operating statistics for 1500 railroads in 108 countries, and often history, maps, diagrams, and photographs as well. A new section devoted to underground railways provides details, maps, and photographs of 32 systems in 20 countries.

A third section covers locomotive and rolling stock builders, while a fourth contains technical descriptions of diesel engines. A survey of latest developments in air conditioning, and refrigeration, 50-cycle electrification, Talgo train, disc brakes rounds out the edition.

RAILROAD MANUAL, Allis-Chalmers Mfg. Co., Industrial Relations Division, Box 512, Milwaukee, Wis., illustrated, 40 pages, free.

A BOOK of rules governing railroad operations in Allis-Chalmers' Milwaukee plant. A series of photographs illustrates signaling and other railroad procedures by no means peculiar to A-C.

THE MEN AND THE MOUNTAIN: Fremont's Fourth Expedition, by Wm. Brandon, Wm. Morrow & Co., New York, maps, 337 pages, $5.

DURING THE WINTER of 1848 John Charles Fremont led a band of explorers, adventurers, and scientists into the Colorado Rockies in search of a central route for a proposed transcontinental railroad. The winter period was justified on the grounds that the route selected would have to be practical at all times of the year.

Fremont, stung by the disgrace of a recent court-martial, determined to find a suitable pass and redeem his lost glory, despite the cost. The pass evaded him, and the cost was unparalleled disaster. The winter turned out to be one of the worst within memory, and the plight of the men was agonizing. Less than half the expedition survived, and those who did were tainted by accusations of cowardice, murder, and cannibalism.

STEEL TRAILS AND IRON HORSES: A Pageant of American Railroading, by Lamont Buchanan, G. P. Putnam's Sons, New York, illustrated, 159 pages, $3.95.

DESIGNED for the man who can't afford Beebe's and Clegg's illustrated treasuries of railroad history, this book is a combination of pictures and rather scanty text. If an aspect of American railroading can't be easily illustrated, it doesn't get into the book. The pictures have been better reproduced elsewhere.

MODERNIZATION AND RE-EQUIPMENT OF BRITISH RAILWAYS, British Transport Commission, 222 Marylebone Road, London N.W.1, England, 36 pages, 3s,6d.

DETAILS of the British Transport Commission's plan for the modernization of British Railways. The £1,200 million project includes:

Main lines will gradually be electrified, secondary and branch lines dieselized, and schedules speeded up. Freight service costs will be lowered and more direct routes established. Track and signal devices will also be improved, automatic train control and CTC introduced, and passenger and freight trains modernized.

And atomic power? "The use of atomic power in relation to railways," the report observes, "seems likely to be indirect, namely through the use of nuclear energy at electric power stations." And this, like the rest of the report, makes sense.

OUR JUNE ISSUE inadvertently listed at $1 *American Railways Signaling Principles and Practices: Chapter 1*, published by the AAR, Signal Section. The correct price is $1.25.

THE CANADIAN NATIONAL'S brasspounder at Rimouski, Que., J. Maurice Brillant, has written *Vision of Murder*, a suspense novel published by the Comet Press, New York City.

"I had dreamed of writing a book," he says, "ever since I became a telegraph student, but I never got the time. After I passed my examinations and was appointed telegraph operator at Rimouski, I started writing *Vision of Murder*. It is a true story, based, in part, on an actual case, which occurred in Quebec some years ago."

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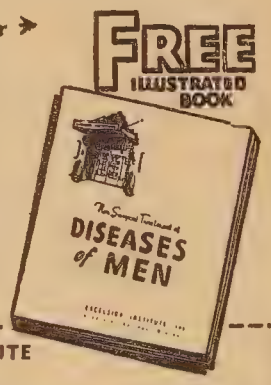

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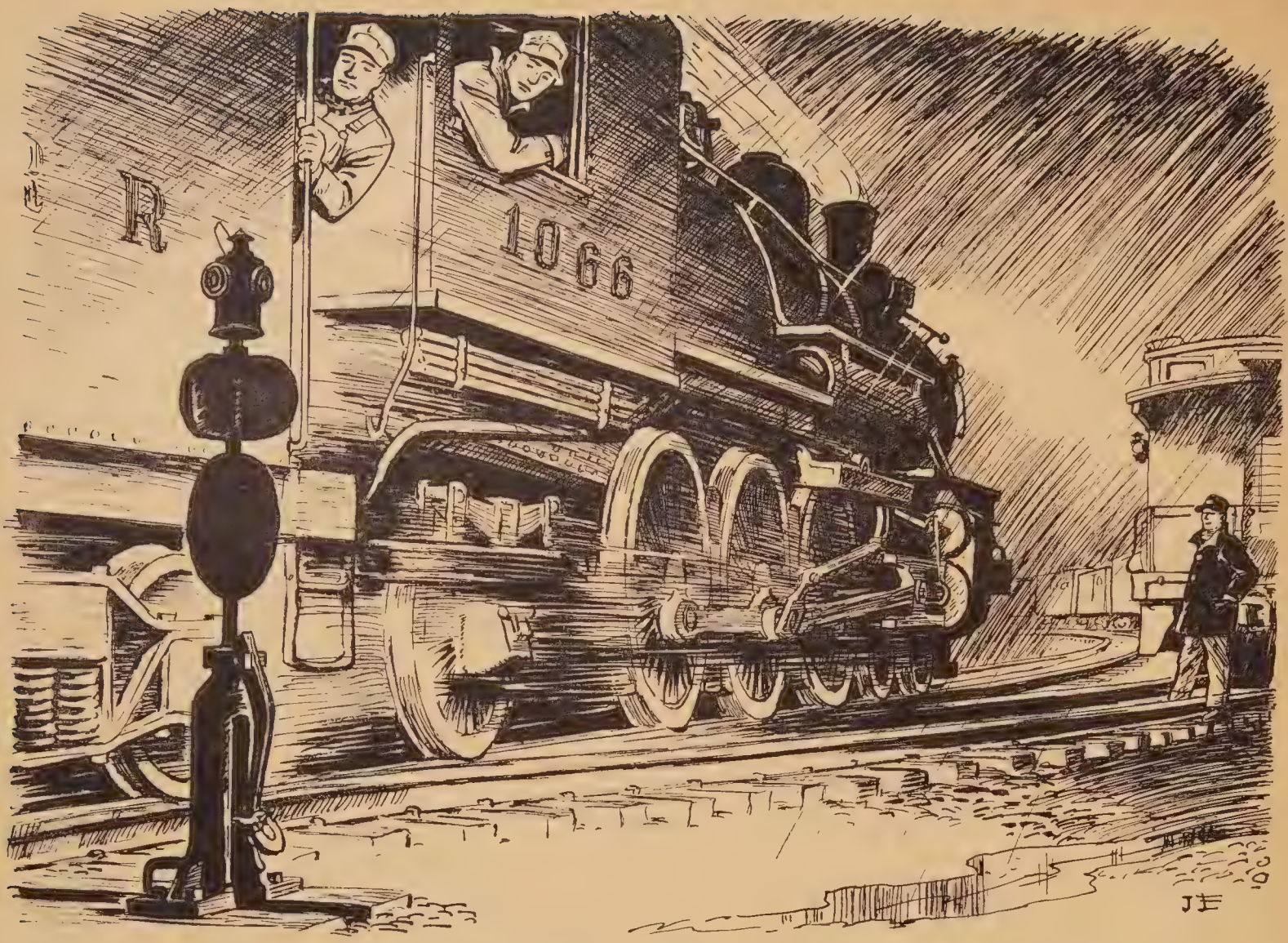

His drivers clattered through the frogs of a switch on whose stand no light was burning.

BORN TO THE RAILS

by E. S. DELLINGER

Ex-Brakeman Missouri-Pacific and Frisco

The Train Order They Gave Webb That Night Was a Compliment to His Skill as a Runner—a Come On, an Invitation to Make Up Lost Time

THROUGH the wind-driven December night, Benton Webb wheeled the 1066, a new Pacific passenger hauler, east across the Ozarks on the River & Hill Division. The all-pullman *Texas Hotshot* was moving forward in the darkness at a mile a minute, and shafts of rain drew an impenetrable curtain across the brilliant beam of his electric headlight. Webb kept his eyes glued to the track.

The green gleam of a switchlight burst out of the curtain of rain 200 feet away, flashed beneath his window, and faded into the night behind. He rumbled past a siding where a mile-long string of freight cars lay safely in the clear with the switches closed and the headlight covered. A white crossing post streaked by him, and he reached for the whistle cord and sounded the crossing warning.

The white sliver of the Albacore milepost flicked by. Again Webb dragged the whistle cord in the one long blast of the station whistle. Seconds later, his drivers clattered through the frogs of a switch on whose stand no light was burning.

Switchlights often died on the River & Hill these days. A new type designed to burn eight days without filling, they were not living up to their reputation.

To prevent delays in traffic, Benton Rider, the division superintendent, had ordered—contrary to regulations—that when a switchlight failed, engineers were to notify the dispatcher who would in turn notify the train and engine crews that followed after, until the section men got around to relighting it the next morning.

Alive or dead, switchlights mattered little so long as the men who used the switches kept them closed and locked for the main line. Thus far in Webb's career, they always had.

Another mile of freight cars passed, another highway crossing, and another switch with its light out, and the train rolled out into the wood country. Webb's fireman lurched across the deck to him and shouted, "Both them switchlights are dead."

"Are they now?" Webb did not take his eyes off the receding curtain. The fireman was new on the River & Hill, and Webb had a pretty good idea what was bothering him. "I know what the rulebook says about them, but if you work here long, you'll learn that this division runs by men not by rules."

"Yeah," the fireman said.

Webb fell silent. Rules were not—and never had been—rigidly enforced on the River & Hill, but because he understood why, Webb was sympathetic, not critical.

"If they don't take Rider out of the superintendent's chair and get somebody to enforce the rules," the fireman said, "this division is goin' to see the wreck of the century one of these dark nights."

"Son," said Webb, who was staunchly loyal to Rider, "we are now descending one of the heaviest and crookedest grades between the Blue Ridge and the Rockies. If you'll go back to the left-hand side and keep an eye on these curves, you may help to postpone that wreck a little longer."

The fireman went back to his post without comment, and Webb let his train down the grade at a speed less than the 20 miles an hour permitted him by the book of rules.

Near the foot of the hill he nosed into a deep cut, whose walls rose even higher than the column of smoke slanting up from his smoke stack. The cut was a landmark on the River & Hill. It was here one winter's night long ago that Benton Rider, then a teen-age freight conductor, had cracked up in a derailment, and crawled for nearly a mile with a broken leg and a sagging jaw to flag an express following him down the hill.

The wreck had been the beginning of a great career. Rider had been taken out of his freight caboose and started on the official climb that was to land him, at the age of thirty-two, in the super's swivel chair.

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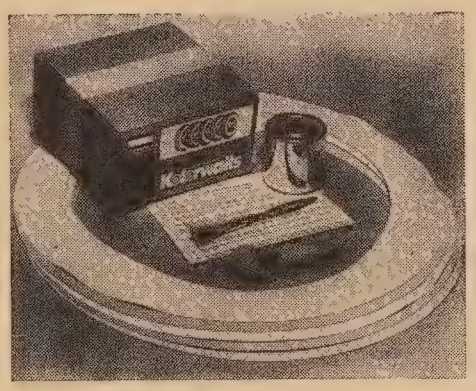

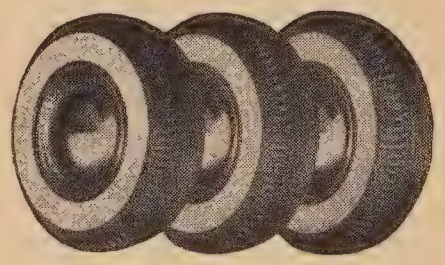

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Rider believed in railroading man to man. He had learned his first lessons in train operation from primitive railroaders, from men who ran trains by the rule of common sense, and so, when the first code of operating rules was adopted, he took it with a grain of salt.

With many of the code's provisions Rider heartily agreed, and these he enforced to the letter. Others—like the one requiring train and enginemen to "stop, investigate, and report" any dead switchlights to their division superintendent—he considered an affront to the intelligence of experienced men, and declared them in no way applicable to the track he ruled. And so, as time went on, many sections of the operating rules were never enforced on the River & Hill.

You might have expected an endless procession of disasters on the division, and occasionally one did occur, but the River & Hill nonetheless showed an outstanding safety record in the Ozark System's well-kept files.

It was not all due to luck. Through the years Rider had gathered about himself a corps of capable, self-reliant trainmasters, roadmasters, dispatchers, and motive-power experts, who selected equally capable men to work under them.

They hired green timber as well as experienced rails. If a student showed railroad savvy, he was kept and carefully trained. If he did not, he was quickly removed. Likewise, if an experienced man failed to live up to his references, he was dismissed at once. To Rider safety depended more upon common sense than upon rules. Reckless running, for instance, was not tolerated, but fast running within the limits of safety was encouraged.

Webb himself was by instinct a fast runner, but never a reckless one.

"Learn judgment," his conductor-father had told him. "Learn to run by the feel of the train and the lay of the track."

Webb had. He had been born to the rails. Advised by Rider, for whom he was named, and encouraged by his father, he had gone firing when the first fuzz showed on his chin. While still training his jet mustache to curl at its tips, he had been promoted to the right-hand side and gone pulling freight, and, when finally he got around to shaving the mustache off, he had moved into the cab of the *Texas Hotshot.*

Now he eased the *Hotshot* down the last grade and out onto the long tangent leading up the valley into Pine Creek. Suddenly Webb saw cattle moving along the track up ahead beyond a break in the right-of-way fence. But before he could do more than jerk the whistle cord and shut off steam, he was into them.

His pilot bar sent one cow spinning out through the fence. Another fell in a crumpled heap beside the right-hand rail. A third was lifted bodily above the pilot, smashing the 1066's electric headlight. Webb reduced speed and took his train home through the dismal dawn.

THAT NIGHT it was still raining when Webb went to the roundhouse again to take out No. 7, the *Texas Hotshot.* The fast passenger train was already an hour late on her schedule, and Webb went to his engine to check the broken headlight. It had been removed, but in its place was an outlawed oil light, now used only in freight service.

Webb strode angrily into the foreman's office and demanded another electric headlight.

"Webb," the foreman said, "we just don't have another in the house."

"Then line up another engine for me. You know the rules."

"There's not another engine in Pine Creek that will handle your train and make the time. Don't worry, Webb."

Webb didn't like it, but he accepted the engine. The *Hotshot* was already late, and it would be later still if he refused to take her out with the 1066. After all, a dim light was nothing to worry about so long as train crews cleared his time and closed the switches when they went into siding. And so, when the *Hotshot* finally glided to a stop at the station platform, Webb ran the 1066 out and coupled her on.

Webb's conductor handed him five white tissue sheets and a clearance card. Four of the tissues were slow orders, the fifth was an invitation to make time, a compliment to Webb's skill and ingenuity as an engineer:

Number 7 eng 1066 run forty minutes late Pine Creek to Bannon, run twenty minutes late, Bannon to Acorn Grove.

Both Webb and his conductor knew exactly what the dispatcher expected. They were leaving Pine Creek 76 minutes late. The order permitted them to make up 56 minutes before they rolled into Acorn Grove. It was 80 miles from Pine Creek to Bannon, and 81 from Bannon to Acorn Grove, where another crew would take over for the rest of the run.

The train's schedule over those 161 miles was five hours and twelve minutes. On a prairie road the *Hotshot's* schedule wouldn't have been much, but it was on the River & Hill where sharp curves were governed by 35-mile-an-hour speed limits and heavy grades slowed trains to 20 miles an hour.

Webb whistled a highball to the runner on the engine coupled on behind to help him up the 14-mile grade which began not far out of town. Wheels revolved slowly, slipped on the wet rail, caught the sand, and at 12:25 the *Texas Hotshot* rolled out of Pine Creek.

Because the track went up 1400 feet on a succession of perpendiculars and right angles, Seven was scheduled to cover the 20 miles to Albacore in 54 minutes. That night they made it in 44. At Albacore the time card allowed ten minutes for cutting off the helper, testing brakes, and taking water, but they did it in six. When they rolled on toward Bannon, they were 62 minutes late.

The order board was out at the Albacore telegraph office, and Webb himself caught the hoop. The flimsy read:

Number 7 eng 1066 wait at Baxter until 1.40 A.M. for extra 1226 east.

This one would not delay him at all. On the River & Hill a wait order for the *Texas Hotshot* was timed so that the train never actually had to stop and wait for a drag of dead freight. It was now 1:15, and Baxter was 40 miles away. Even running at 60, Webb's waiting time would expire

when he was little more than halfway there.

Webb notched his throttle and lifted his reverse, picking up time as he clattered out through the west switch. Until now, he had scarcely noticed his headlight was burning dim. At 30 miles an hour, on crooked track, he had been able to see the ends of the tangents, but beyond Albacore where the track cut straight through the hills for miles, he began to miss the brilliant gleam of an electric headlight leading him on ahead.

He raced along the tangents at 75, easing down to a safe speed on the curves. Barring unexpected delay, he should go into Acorn Grove on the time of his order. He leaned out of the cab window and watched the green gleam of switchlights flash by him in the night. Occasionally he passed a switch where the light had gone out.

It was 1:58 when he roared down the grade into Baxter. All the switchlights were burning there, and all were green. He could see the passing track dimly as he raced along beside it. There was no train on the siding. Extra 1226 was somewhere on ahead.

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At 70 miles an hour, Webb sped on out into the wooded country toward Milligan at the top of Bangcock Hill.

EXTRA 1226, with Overtime Joe Gibson at her throttle, was 32 cars of very dead freight moving sluggishly into the main stem at Bannon from a branch-line lumber camp. Once, Overtime Joe had been a ballast scorcher, but sixteen hours in a wreck and a year in the company hospital had cured him of his mania for speed. The 1226, Gibson's ancient Consolidation, had seen far better days herself, and her crew was nothing to make Superintendent Rider's chest swell with pride.

Jack Landers, the head brakeman, was a green student, who had been working only eleven days for pay. He'd never have time to ripen. That afternoon the trainmaster had red-penciled him for dismissal when he returned to Pine Creek.

The fireman was making his first pay trip. In 30 miles he had scooped in enough coal to run his engine a hundred. He hadn't kept his grates shaken down, and cinders had piled deep upon them. The steam-gage needle hovered at 150 rather than 225, and so Extra 1226 and her crew had limped into the passing track at Bannon with their drag, and Overtime Joe had wired the dispatcher he would be stuck there for an hour cleaning a dirty fire.

When they finished, it was almost midnight. The conductor got the orders, and he and Gibson looked them over. One of them read:

Number 7 eng 1066 run forty minutes late Pine Creek to Bannon and twenty minutes late Bannon to Acorn Grove.

The conductor and engineer pored over their time cards and watches. It was now 11:54. Forty minutes late would put No. 7 into Bannon at 1:55, and into Baxter, 20 miles to the east at 1:15.

"With luck we ought to go to Baxter for them," the conductor said.

"Maybe, maybe not," Overtime Joe growled. "Wouldn't surprise me a bit if we doubled Bangcock Hill. We can take the side track east of Milligan if need be."

Bangcock Hill just west of Milligan was the Jonah of the freight drags east out of Acorn Grove. It wasn't much of a hill. Big engines were rated up it at 1800 tons or more without a helper. But even with new engines, Gibson hogged down and doubled 1800 tons into Milligan. He always doubled when he could because the double paid him ten miles overtime.

He hit the hill that night running 25. The steam-gage needle, already far down from the peg, began dropping back. The green fireman bailed in more coal, but their speed fell quickly to ten, to five, and, when they hit the hard pull, to zero.

Gibson whistled out his flag from the rear, and Jack Landers, the student brakeman, dropped off the engine and went back to cut the train in two so the 1226 could take part of it up and come back for the rest.

The head cut started up the hill to-

ward the siding beyond Milligan and the conductor sent Landers on over to the head end with orders for Gibson. As the siding came near, Landers went out over the pilot, opened the switch, and headed his cut of cars into the passing track. Gibson stopped the cars clear of the east switch, and Landers climbed down, cut off the engine, and trotted east to the switch with his red light, fusees, and torpedoes.

The switchlight—one of the new eight-day wonders—wasn't burning. But the daylight indicator would be visible in the headlights of an approaching train. This was a red oval target about twenty inches long which stood squarely across the direction of the track like a stop sign when the switch was set for the passing track, and edgewise when the switch was set for the main.

Landers unlocked the switch, set it for the passing track, and, as Gibson took the engine back down the main line for the rest of their train, walked east to protect their movement against the oncoming *Texas Hotshot*.

Overtime Joe took his time. By the time he'd moved the second cut up the hill, it was too late for him to make his meet at Baxter. But the order board at Milligan was red, and the conductor picked up the hoop and read the order aloud: "Number Seven, engine ten-sixty-six, wait at Baxter until one-forty A.M. for extra twelve-twenty-six east," he said. "I think he wants us to go to Baxter. We've got plenty of time."

"Maybe we will. Maybe we won't," said Overtime Joe.

He took his cars up the main line and rolled them carefully to the east switch. The conductor cut off the engine, backed it into the passing track, picked up the head cut, and coupled his train together. Gibson called in Billy Blue, his rear brakeman, but before the train had moved five car-lengths ahead, the brakes went on slowly, set from the rear.

The conductor hurried back and found a rotten air hose on an old car of junk three cars behind the engine. He hastily replaced it with a new one, cut in the air, and the brakes gradually let go.

Joe whistled in Billy Blue again from the west, but he didn't call in Landers. The delay had been brief, but it was enough to justify his taking siding for No. 7. The conductor dropped off and caught the middle of the cut of cars pulling by to pass signals, and Gibson slowly backed his train over the switch and into the passing track.

Even before the train stopped, the fireman had covered the headlight and gone back to his fire. Gibson closed the throttle, whistled in Landers, and got out his torch and oil can. The conductor jumped to the ground and started back toward his caboose.

At the whistle, Landers came trotting briskly in. He assumed that either the conductor or the fireman would have closed the switch when the train was put away so he didn't bother to check it. He didn't look up at the target as he passed beneath it either. But he did glance at the switch points. He thought they were set for the main line, and he passed them by and went on toward the engine.

"You shut the switch?" Gibson asked as Landers came running up.

"It's shut," Landers said.

Gibson finished oiling and climbed back on the engine to help his green fireman shake down the grates and build another fire.

On his way to the caboose, the conductor met Billy Blue coming forward on a routine inspection of the train.

"Everything all right up ahead?" Blue said.

"Far as I know," the skipper said. "Maybe you better check that switch though. Landers might forget to shut it."

Gibson had already gone into the cab to help the fireman when Blue walked up. Landers was leaning against the pilot bar whistling.

"You close the switch?" Blue asked Landers.

"It's closed all right," Landers said, and returned to his whistling.

Blue took his word for it and went back to the caboose to brew a pot of coffee for himself and his conductor.

WEBB was making 70 as he crossed the flats toward Milligan. This was ten more than his time card permitted, but all passenger runners ran tangents at 70 or more when their trains were late. There was nothing dangerous about it.

The rain had stopped. There was no danger. The track was well maintained and ballasted and the heavy rail almost new. But as Webb neared the milepost he felt uneasy suddenly and whistled for the mile. The green switchlight should have been visible at a thousand yards from the east switch, but Webb saw nothing.

Switchlights died all the time, but this time he sensed something was wrong, shut off steam, and started drifting. Gradually his speed dropped to 65 and then to 60. He cracked his throttle then and went in working steam.

As he rolled toward the switch, he saw the lights of an extra in the siding with her headlight covered. His own dim headlight picked up the shadowy outline of the freight engine, and then another object, closer in, a red oval, head-high above the track—the red target of an open switch.

In a quick sweep of his hands, Webb closed the throttle, turned his brake valve to emergency, and shouted to his fireman to jump. But it was already too late. Trapped in the cab, they rode ahead on into the 1226 where she waited in the siding.

The two engines turned sidewise, slued together out through the right-of-way fence, and came to rest side by side with steam pouring from the tangle of broken pipes. Junk and lumber spilled all over the roadway, and behind, baggage, mail-express, and Pullman cars piled up like fence rails along the tracks.

There were casualties. Both firemen, the student brakeman, a baggageman, a mail clerk, and two passengers. Seven in all.

When seven lives have been snuffed out in a railroad wreck, somebody must explain why. And all the explanations were not made to division officials.

Five weeks after the company hearings closed, an impartial investigating committee issued a report condemning men and methods not only on the River & Hill but on the whole Ozark System.

Ultimate responsibility was fixed upon Engineer Gibson for not having either closed the switch himself or

made sure that it was closed after he backed his train through it. It also censured him for calling in his flagman and for covering his headlight before he knew that his train was in the clear and the switch closed upon it.

It held head brakeman Landers jointly responsible with him for not ascertaining definitely that the switch was closed as he came by it, and condemned him for erroneously stating that it was closed when asked by the engineer and the hind brakeman whether it was or not.

It censured the section foreman for not keeping the switchlights burning on his section. It censured division officials for not enforcing the rule which required them to be kept burning, and for not enforcing that other rule which required train and engine men seeing them not properly displayed to stop, investigate, and report.

It censured the conductor and both his brakemen—all of whom had used the switch—for not lighting the switchlight when they saw it was out. Although the rules did not specifically require it, they would have, if they had been showing due regard for safety, relighted it.

It censured the roundhouse foreman for marking up engine 1066 for passenger service equipped with an oil headlight instead of the prescribed electric one.

"With an electric headlight," the report said, "Engineer Webb could have seen the switch target set against him far enough away so that, even though he might not have been able to bring his train to a complete stop, he could have reduced its speed materially, thereby decreasing the number of fatalities that might result from any collision.

"It is not possible to ascertain definitely," continued the report, "at what speed Seven was traveling when it approached the east switch at Milligan. The distance between Albacore and Milligan is 40.4 miles. The time consumed by No. 7, as shown by the dispatcher's sheet, was 40 minutes.

"Since there are three slow boards on this track, each covering a distance of more than 200 feet on which the maximum speed is 40 miles an hour, it is evident that they could not possibly have made the run in 40 minutes without exceeding the maximum speed of 60 miles an hour over at least part of the distance.

"For this violation, both Engineer Webb and Conductor Watkins of Number 7 are subject to censure, as are also the operating officials of this division who have tolerated and even encouraged high speeds with passenger trains running late."

Webb was not upset by the censure. He knew how fast he was running. He could even have told the committee he had lost his nerve at the milepost and reduced speed from 70 miles an hour to 60.

But why worry now? One-legged men do not run engines on a mainline railroad, and railroading had been his life. He had been born to it, and smoke and grease and speed were in his blood, but his railroad days were over now.

He reckoned that he would get at least $5000 as settlement from the company for his leg, and with this he could set himself up in a small business of some kind.

Six months after the wreck, Webb received a call to report to the superintendent's office. Benton Rider was there, and with him was a stranger whom Rider introduced as "Mr. Wendell, your new division superintendent. I'm retiring at the end of the month, and Mr. Wendell is coming in to clean up the mess they say I've made of the Division. He's planning to make a few changes in the official line-up, and that's why we called you in. We've been going over your record."

Rider paused and passed the cue to Wendell.

"Your record," Wendell said, "is outstanding. Now our road foreman of engines is being moved up. This leaves a vacancy, and if you'd like to step in—"

Like it! Webb would love it! What happier life could he ask than to help train young runners to wheel the hotshots safely through the hills. It was more than he had dreamed.

When Benton Webb walked out of the office that afternoon, he was not even aware that he had swapped his old leg for a new. He was walking on air. ●

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Linwood W. Moody

One wintry morning many years ago this Baldwin-built Prairie type, No. 24, hustled a snowplow over the Sandy River line.

MAIL CAR

(Continued from page 11)

SENIOR vice-commander of Chicago Police Post 207, American Legion —the world's largest police officers' post —John J. Molony of Chicago sent us a $5 check for a subscription to *Railroad Magazine* in the name of a 10-year-old nephew, William J. Molony, explaining:

"William eats, sleeps, and talks railroads. He knows the arrival and departure times of just about every passenger train in Chicago. The boy saves his pennies to buy each issue of your magazine, so I am giving him the subscription as a confirmation gift." •

DRAMATIC spectacle was the Great Northern's presentation of 47-year-old steam engine 1355 to the people of Sioux City, Iowa.

"The display track had been laid at the end of a special spur to the city auditorium grounds," reports Leonard Y. Tripp, Sioux Falls (S.D.) College. After a musical program, the signal was given. Freshly painted and flag-bedecked, the 1355 hove into view, pushed by a diesel. The crowd hushed. All could hear air rushing through the steam cocks as the pistons moved slowly back and forth. It was as though the gallant old steamer were bidding adieu to active life. An iron fence protects her from vandalism."

Stewart Holbrook's article in our August issue mentioned a Shay engine being placed in Travel Town, Griffith Park, Portland, Ore. She was Camino, Placerville & Lake Tahoe No. 2.

In giving the St. Louis Museum of Transport a retired Mikado (Lima, '28) the Chicago & Illinois Midland has added her to a group of 14 distinguished old locomotives. The Museum is a national repository for transportation relics, which form a permanent exhibition, available for use in special showings elsewhere at any time.

At the same time, the Southern Pacific gave a retiring steam yard goat, No. 2419, built in 1898, to Pioneer Village, the Kern County Museum at Bakersfield, Calif. •

AUTHOR of "Two-Foot Gage," Linwood W. Moody, is an old friend. *Railroad* has published a dozen of his fact articles, the most popular one being "Sunset on the Narrow-Gage" (Aug. '41). He has also written for other magazines and sold thousands of photos.

Linwood Moody

Besides being a writer and photographer, Moody is a railroader. He was born in 1905 near his present home, Box 144, Union, Maine. Probably the first sound he ever heard was the melodious whistle of a George's Valley train rumbling past his parent's house at the time of his birth.

At 15 Linwood began a rail career that has lasted ever since—except for a ten-year break (1931-'41) devoted largely to free-lance writing and photography. He has worked for various roads, first the Central Vermont, in engine, train, station, and track service, also claims and personnel; now with the Belfast & Moosehead Lake. Has edited two railroad house organs, currently *The Waycar*.

Moody has traveled thousands of miles to get pictures and data for magazine features. His files bulge with about 3,000 postcard-size negatives, mostly narrow-gage. Part of his free-lance decade was spent in helping Ellis D. Atwood to establish the Edaville Railroad. He rounded up scattered old steam engines and cars from two-foot-gage roads for service on Atwood's cranberry line, and then wrote a booklet about it. •

100 YEARS of railroading in the West were celebrated by the Southern Pacific with a "Trail to Rail" pageant at Sacramento, Calif. The first rails were spiked Aug. 9, 1855, for the Sacramento Valley line, first railroad west of the Rockies. Bringing a diamond-stacked locomotive around Cape Horn by clipper ship, the SV built through the Sierra Nevada foothills to Folsom, 23 miles from Sacramento, thus laying the foundation for what has since become the great SP system. Thousands of people assembled last August to view the re-enactment of those days. •

OLDTIMER Bill Cadmus, 2355 Austin Highway, San Antonio 9, Tex., says the public would have a much greater interest in railroading if they had more contact with it. He writes:

"They've never seen a trainman deal with a saw-out involving as many as five trains at a time at a siding large enough to hold only one. They've never experienced the exultation of barely making a grade with a heavy train;

when doubling the hill could have involved hours of rawhiding and delay. They've never ridden a steam locomotive, that masterpiece of power, nor looked into her firebox. How, then, could they realize the thrill of such events as a man's first day as a hogger, a conductor, or even a locomotive foreman?" •

NOT ALL train rides are thrilling. Ask Manuel Ramirez. This 24-year-old man recently traveled from Chicago to Philadelphia by a slow roundabout way that took 5½ days. During that time he was locked up without food or water in a car loaded with sheep hides. Temperature, about 50 degrees. You'd have to be a pretty ardent railfan to enjoy such a trip.

H. E. Jenkins, Upland, Pa., tells us what happened. Ramirez hails from Laredo, Texas. He'd been working in Chicago stockyards and was laid off. When his money ran out he hopped a freight and hid in a reefer, thinking it was bound for Texas. Someone slammed and sealed the door.

Five and a half days later, employes of a Philadelphia leather plant, unloading the car, found what seemed to be a corpse. They called the police. Ramirez weakly opened his eyes. Police took him to a hospital. He's okay. •

STICKUP. "One day in about 1897 when I was six years old and living on a ranch in New Mexico," writes Wallace Ross, Rockford, Mich., "Dad drove me to Folsom in a buckboard to get supplies. We were about half a mile from the Colorado & Southern track when we saw a passenger train stop suddenly, far from the depot. Dad turned the buckboard around to check up.

"Then we heard an explosion in the baggage car. Undoubtedly the train was being robbed. Dad whipped his horses and hightailed for home. I never did learn the details but I now think that Black Jack Ketchum's gang was involved. Who can tell me about it?" •

FEATURE on "Cow-Country Narrow-Gage" (Oct. issue) evokes this comment from Charles J. Zwaal, 478 Clifton Ave., San Jose, Calif.:

"In 1906, when I was eleven, I traveled alone from San Francisco to Alturas, Calif., via the SP, the Nevada-California-Oregon, and a night stagecoach. Trainmen took charge of me at transfer points, Reno and Madeline. The run between those points was made with a mixed train in about 12 hours—average speed 12 mph—with many stops for switching.

"Later, I worked on several ranches along the N-C-O. One of them was stocked with hundreds of head of cattle but regularly bought quarters of beef from an Alturas butcher shop. The passenger train delivered this beef. One of my jobs was to meet the train at a road crossing beside the ranch house near Likely, Calif. When the engineer saw me with a wheel-barrow he'd slow down to let the expressman dump the burlap-covered meat from the train." •

HOWARD FOGG (see top of page 37) recently completed an oil painting of a doubleheading Virginia & Truckee train. This picture has since been copied by Nick and Larry Argiro of New York in a mosaic mural, 3 by 4 feet, made of chips of colored Venetian glass mounted on plywood. The original painting will hang in Lucius Beebe's home at Virginia City, Nev., and the mosaic in Dick Graves' night club, *The Nugget,* at Carson City. •

LAST SUMMER, for the first time in *Railroad's* long history, this magazine switched to once-in-two-months publication. We skipped July, September, and November issues and will continue to skip until news-stand sales and subscriptions show a healthy increase. •

20 YEARS AGO the Gulf, Mobile & Ohio made history by hiring Miss Katherine Sullivan as the world's first train hostess, with a run on *The Rebel* between Jackson, Tenn., and New Orleans. Since then this company has employed a total of 112 train hostesses—each limited to three years' service—and other roads have followed suit.

Today the GM&O has 11 train hostesses, in charge of Mrs. Vera Elvert. Qualifications for the job have not changed since 1935. Only good-looking white girls are accepted. Each must have a college degree, some business experience, good character, and above-average intelligence.

"They must," says Mrs. Elvert, "have charm, tact, poise, and good judgment, as well as a sincere interest in people."

Of the 112 hostesses, 71 percent left to get married. Available figures show only three divorces in the lot. •

MERGERS. To set the record straight, H. G. Faithorn, Santa Barbara, Calif., points out that the proposed merger of the Louisville & Nash-

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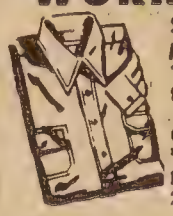

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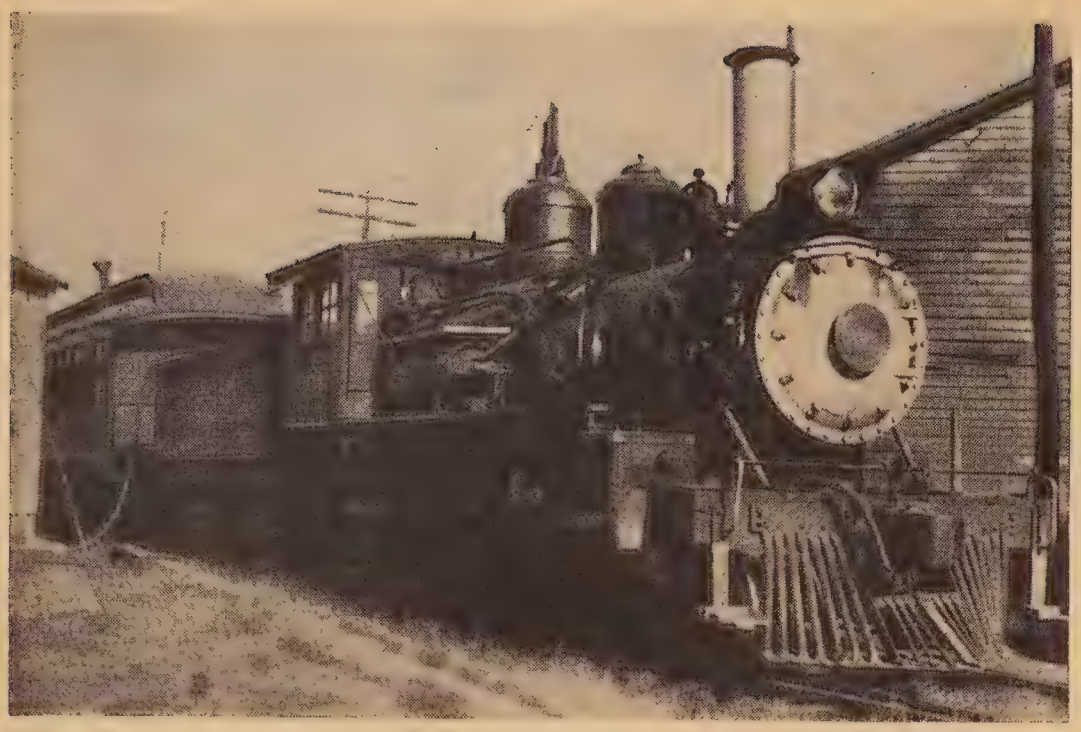


Elmer J. Braswell

Sylvania Central 103 relaxed between runs at Sylvania, Ga., in 1952. The tall-stacked ten-wheeler made one round trip a day to Rocky Ford, 15 miles away.

ville with the Nashville, Chattanooga & St. Louis is still up to the ICC. So is the Pennsy's and Santa Fe's move to split ownership of the Toledo, Peoria & Western between them. Same applies to the TP&W's efforts to take over the Illinois Terminal. Also the attempt being made by several other roads to acquire the IT jointly and thus prevent its total abandonment. (The ICC *may* act on one or more of these matters before December *Railroad* comes out.) •

WHAT happened to the little frame depot that was built at Promontory, Utah, in 1869 and became the scene of the golden-spike ceremony which linked the Central (now Southern) Pacific with the Union Pacific? Was that building torn down and forgotten? The answer is no. It has just been presented by Parker Lyon, Jr., to Travel Town in Griffith Park, Los Angeles. •

EVEN THOUGH he could neither read nor write, having had but three days of schooling, "Dutch Andy" Ospring became a great throttle artist. He helped to build the old St. Louis, Vandalia & Terre Haute, later handled crack trains on that line with a no-accident record, made some famous fast runs, and at the time of his death in 1921 was pulling trains 30 and 31 on the Pennsy, successor to the Vandalia.

"Dutch Andy"

The Ospring family can boast two outstanding runners. Dutch's son, "Carload Andy"—now living in retirement at 1332 N. Ontario, Burbank, Calif.—followed in the old man's footsteps by having an engine-service career of his own. Carload confirms the facts about his father.

"It's true. He was illiterate. Just about all he could write was the alphabet. Pop was born in 1854 at Wheaton, Ill. He did not get book-learning because in those days there was no school near Wheaton nor Teutopolis, Ill., where he grew up to age 14 on a farm.

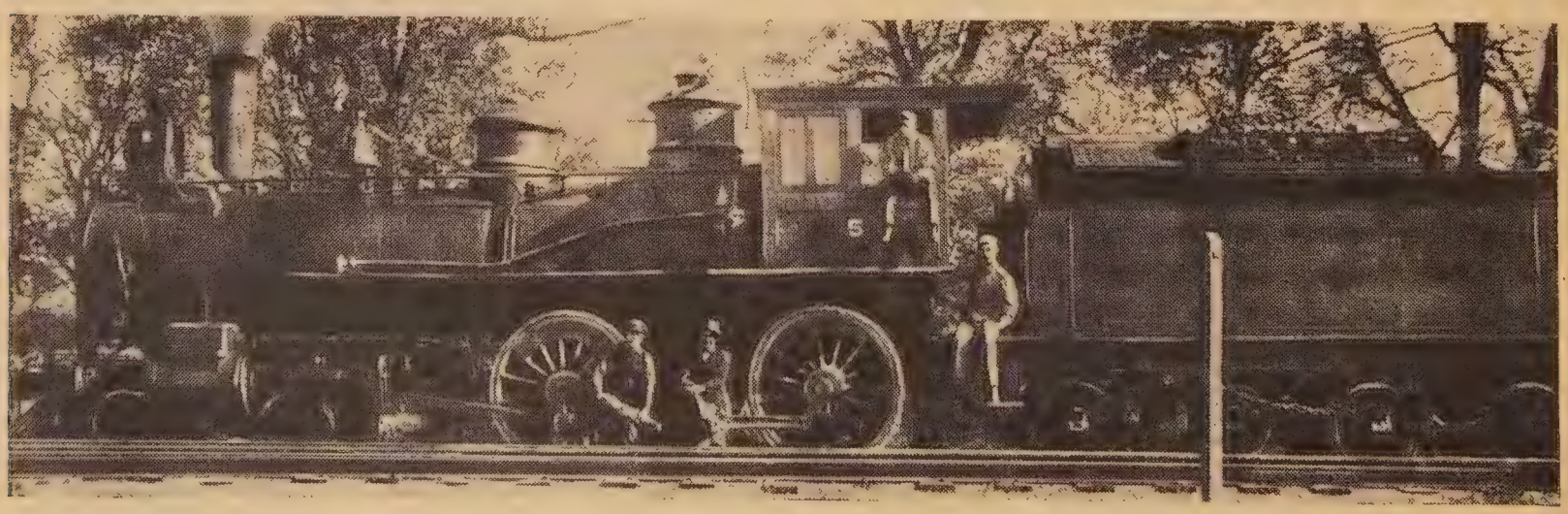
"In 1868, when the Vandalia line, then being built, came within sight of the farm, he ran away from home and got a railroad job. Later, while he was working as a hogger, the train orders were read to him by his firemen, his conductors, and the station agents and telegraphers. He could, of course, sign his own name. His firemen usually made out his work reports. Many a time I'd read a newspaper to Pop after he came in from his run.

"Sometimes I'd be sitting beside Pop at exams. One day in 1907 the trainmaster asked him, 'What is a block?' Pop didn't know. Then the TM asked me and I said: 'A block is a length of track, of defined limits, the use of which by trains is controlled by block signals.' That was right. But Pop knew so much about the practical side of railroad operation that he always passed his tests.

"I remember Casey Jones. One time when we were living at Effingham, Ill., Casey visited Pop and they talked about a Vandalia wreck in which the engineer narrowly escaped being scalded to death. After that Casey often had dinner at our house. I'll never forget how blue Pop acted when he learned of Casey's death."

Carload Andy himself went firing on the Vandalia in 1906, was promoted in 1913, and later worked for the Santa Fe until he retired. •

A COPPER SPIKE, instead of the traditional gold one, was used recently by Canadian National to mark



Carload Andy Ospring

Vandalia No. 5, shown at Effingham, Ill., around 1909 with Carload Andy in the cab, once had Casey Jones' whistle.

the completion of its new 24-mile line linking the Geco Mine at Lake Manitouredge with the main line at Millsport, Ont. Copper, zinc, and silver ore are expected to move over this branch at the rate of 20 carloads per day. •

THE WHOLE DAMM FAMILY works for the Long Island Rail Road—or so it seems. Eleven men of the Damm clan are on the payroll. Can any other rail family top that record? (P.S.—Many companies used to spell "Rail Road" as two words in their corporate titles. We think the Long Island is the only one that still does so.)

On the Milwaukee Road, 64-year-old Bill Steubner Sr. and all four of his sons (promoted engineers) operate diesel locomotives in and out of Chicago. The sons are George, Bill Jr., Leonard, and Earl. The "old man" and George occasionally work together as an engineer-fireman team on the 140-mile Chicago-Madison run.

Did you ever hear of a man working a passenger train as engineer and conductor on different days of each week? Such a case is recalled by W. O. Comer, 308 N. Jackson St., Robinson, Ill.

"Back in 1909, when I was a machinist in the Pennsy shops at Erie, Pa.," he writes, "Asheck Moore handled a round trip between Erie and Ridgeway, Pa., seven days a week. Every Wednesday and Friday he pulled the train and on the other five days he punched tickets. He'd leave Erie daily at 7 a.m. and return 8 p.m.

"Between Erie and Kane was one division; between Kane and Ridgeway was another. Moore worked both divisions every day. I don't think any other crew did so. While he was holding the double job his two sons, Frank and Burt, were actively employed as freight engineers. All of which was most unusual."

Now listen to this one. "Dave Norman and his two sons, Franklin and Lloyd, are engineers on the Northern Pacific's Tacoma Division," writes Albert Farrow, 820 B St., S.E., Auburn, Wash. "So are Richard Griffin and his son, Frank, while his grandson, Robert, is a fireman—three generations in engine service on one division at the same time!"

Southern Pacific switchman W. L. Nogle, Yuma, Ariz., writes: "The SP's Rio Grande Division has a man and his son who are engineers, Dan and Debs Kelly. The Tucson Division boasts the Garrigan twins, both firemen, and the following combinations of switchmen: L. B. Keyes and his son Jimmy; Woodrow and Alvin Jones, brothers, and Leroy and C. E. Wood, brothers."

And on the Southern Pacific's Salt Lake Division, reports Hugh F. O'Neil (secretary, SP Club, Ogden, Utah), retired switchman Charles Drake has six railroading sons—a yardman, a crew dispatcher, and four carmen. •

COMMUTERS threw a birthday party on wheels the other day for Long Island conductor Dan Harrington. Dan is 53. The boys rigged up a baggage car for him to enjoy the festivities on the 87-mile ride from Long Island City to Oyster Bay. There were music, refreshments, professional talent, and a local beauty, "Miss Oyster Bay Branch." A high school band serenaded the incoming train. Dan will never forget that trip. •

FELLED by a storm, a huge tree blocked the Chicago & North Western track at Devil's Lake, Wis., one day last summer. Unaware of it and with signals clear, Engineer Henry Nelson was speeding the streamlined *Dakota 400*. Boy Scouts camping nearby found the tree and flagged the train to a stop with their handkerchiefs. For this the railroad company gave them a brass bell from an old steam locomotive. You can see it today at troop headquarters, Messiah Church basement, Chicago. •

NATHAN HALE was one of America's first railfans. We are not referring to the patriotic spy who was hanged by the British after saying, "I regret that I have but one life to give for my country," but to his nephew, with the same name, the father of Edward Everett Hale who wrote *The Man Without a Country*. Nathan built a model railroad in the parlor of his Boston home and took pride in explaining its operation to visiting friends. •

180 MOOSE were killed by trains in Alaska last year because they fear deep snow, reports the *Anchorage Times*. When snow on both sides of the track is piled as high as his head, as it often is, the huge beast will walk along the railroad right-of-way, which rotary plows sweep periodically. In deep snow he would be an easy prey for wolves. So he picks a cleared area, where he can run or whirl and fight with hoofs and horns. Unfortunately, when a train comes speeding along the single-track line, around a curve, the moose has no way of escape

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unless he happens to be near a switch turnout. •

5 MINUTES after a young railfan, Tony Reason, had stood on a bridge at Birmingham's Four Oaks station in England and snapped a photo of the steam-powered York-to-Bristol express, the train crashed, killing 17 people and injuring others.

"I decided to take the picture at a speed of 1-50th of a second," he says, "but I could tell from the exhaust that the train was going very fast, so I altered the time to 1-100th of a second, using the full aperture, F4.5."

His negative was studied by British Railways experts in an effort to determine the cause of the wreck, reports F. S. Douglas, Hope, B. C., Canada. •

MISS RAILROAD MAGAZINE for December is 20-year-old Miss Lee Clark, 807 Tenth Ave., Joliet, Ill., who comes from a railroading family. Her father, Ray Clark, is a freight rate clerk on the Burlington Route at Hamilton Park, Ill. One of her grandfathers was a roundhouse foreman. One uncle is a fireman, another a car inspector.

Miss Lee Clark

Lee has traveled widely on her father's passes. "My most memorable train experience," she says, "was a trip to Los Angeles on the Rock Island's *Golden State* in the World War II period. The train was overflowing with GI's and I had some difficulty in fathoming where they were all going. I was not old enough then to grasp the significance of war. It bothered me for days."

Not long ago Lee was crowned queen at a University of Wisconsin prom. •

RAIL LINGO. This comes from A. F. Stark, 2120 West Ave. 31, Los Angeles 65, Calif.: "I was employed as a gandy dancer (section hand) when the Santa Fe was building its branch line from Las Animas, Colo., to Boise City, Okla. Later, I went to an employment office to get another job. The lady there asked, 'What kind of work do you do?' and I replied, 'I'm a gandy

dancer.' Then she asked, 'On what stage did you appear?' You should have heard me laugh.' (The term *gandy dancer* probably originated in the fact that the old Gandy Manufacturing Co. of Chicago made tamping bars, claw bars, picks, shovels, etc., for section workers.) •

AN OLD ROUNDHOUSE with a covered turntable, now abandoned, may still be seen at Truckee, Calif., on the SP main line, reports Leonard Schwaeder, San Francisco. It is built of thick granite blocks to accommodate about 20 engines. And Bill Knapke, retired SP conductor, gives us this word-picture of another old roundhouse, on the Denver & Rio Grande:

"It was my first trip over Marshall Pass, so when we pulled into the great snowshed at the summit I had no idea of the layout there. Under roof I found the main line, a siding, a turntable, a spur track, and, with its door flush with the outer wall of the shed, the telegraph office and waiting room of the station. Gloom, from the shadowy interior, at the door and brightness and light inside from the windows that opened over the canyon depths. A vertible rendition of the old hymn, 'Out of darkness into light.' " •

A CLASSIC for children, *The Little Engine That Could*, got into the news not long ago when 101-year-old Francis M. Ford tried to establish that she had written the fable for a Philadelphia paper between 1910 and 1914 under the pseudonym of "Uncle Nat." So far her authorship hasn't been proved, but it's good to know that in these days of Space Cadets and a decorous Davy Crockett the brave little engine still chugs, "I think I can, I think I can." •

On the Waybill

PHOTOS OF THE MONTH—Eight distinctive full-page pictures, any one of which is worth framing.
PAY-CAR—Freeman H. Hubbard re-creates the drama and excitement of an almost-forgotten phase of steam railroading.
DISPATCHER—Peter Josserand, Western Pacific night chief DS, takes you behind the scenes.
PRIVATE SUBWAY CAR—E. J. Quinby tells about the mansion-on-wheels that a railroad tycoon coupled onto New York City subway trains.
LAST RUN—an authentic rail-fiction story by Bill Parry, Canadian National hogger.
ALSO a true tale of link-and-pin days by Herbert G. Monroe, New York Central steam-engine renumbering and complete diesel-electric roster and a full consist of short hauls, many pix, and all your favorite departments.

Western Pacific

Two old friends sun themselves at Western Pacific's Stockton roundhouse. Virginia & Truckee 16 belongs to the Railway & Locomotive Historical Society.

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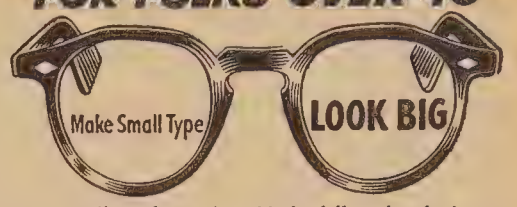

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Like most of the New York Central's once-great steam-power fleet, this powerful NE-2g class Mallet has made her last run.

Steam Locomotives of the New York Central System

THE NEW YORK CENTRAL SYSTEM consists of the following companies: Boston & Albany, Chicago River & Indiana (including Chicago Jct.), Cleveland Union Terminals Co., Indiana Harbor Belt, Michigan Central (including Chicago, Kalamazoo & Saginaw), New York Central (including New York Central & Hudson River, Lake Shore & Michigan Southern, Michigan Central, and Cleveland, Cincinnati, Chicago & St. Louis), Peoria & Eastern, and Pittsburgh & Lake Erie (including Lake Erie & Eastern).

This roster, provided by C. W. Jernstrom, 2637 Larchway Drive, South Bend, Ind., includes all steam locomotives (1) owned by the System as of Jan. 1, 1944, and (2) purchased thereafter (Classes S1a, S1b, A2a, U3L). Most Central steam power was built by the American Locomotive Co. at its Rogers, Rhode Island, Brooks, Manchester, Montreal, Schenectady, and Pittsburgh plants, but the Cooke, Baldwin, and Lima companies also contributed their share, along with the company's own shops at McKees Rocks, Pa.; West Albany, N. Y.; St. Thomas, Ont., Can.; and Beech Grove, Ind. •

2-8-4 (BERKSHIRE) TYPE

Number	Class	Builder	Date	Cylinders	Drivers	Weight	Road
1400-1424	A-1a	Lima	1926	28x32	69	385,000	B&A
1425-1428	A-1b	Lima	1926	28x32	69	390,500	B&A
1429-1444	A-1b	Lima	1927	28x32	69	390,500	B&A
1445-1454	A-1c	Lima	1930	28x32	69	396,100	B&A
9400-9406	A-2a	Schenectady	1948	26x32	63	426,000	P&LE

0-6-0 (SWITCHER) TYPE

6852	B-10f	Rogers	1907	21x28	58	163,000	NYC
6804-6808	B-10g	Rogers	1907	21x28	58	163,000	NYC
6768	B-10i	Rhode Island	1907	21x28	58	163,000	NYC
6763	B-10j	Rhode Island	1907	21x28	58	163,000	NYC
6769	B-10k	Rhode Island	1907	21x28	58	163,000	NYC
6770	B-10k	Rhode Island	1908	21x28	58	163,000	NYC
6601-6603	B-10L	Brooks	1908	21x28	58	168,000	NYC
6605	B-10L	Brooks	1908	21x28	58	168,000	NYC
6607	B-10L	Brooks	1908	21x28	58	168,000	NYC
6609	B-10L	Brooks	1908	21x28	58	168,000	NYC
6611	B-10L	Brooks	1908	21x28	58	168,000	NYC
6613	B-10L	Brooks	1908	21x28	58	168,000	NYC
6615	B-10L	Brooks	1908	21x28	58	168,000	NYC
6617-6620	B-10L	Brooks	1908	21x28	58	168,000	NYC
6861	B-10n	Brooks	1909	21x28	58	168,000	NYC
6867	B-10n	Brooks	1909	21x28	58	168,000	NYC
6870	B-10n	Brooks	1909	21x28	58	168,000	NYC
6991	B-10n	Montreal	1909	21x28	58	171,000	NYC
135	B-10o	Schenectady	1910	21x28	57	166,000	B&A
6622	B-10o	Schenectady	1910	21x28	58	168,000	NYC
6624-6625	B-10o	Schenectady	1910	21x28	58	168,000	NYC
6627-6628	B-10o	Schenectady	1910	21x28	58	168,000	NYC
6633-6635	B-10o	Schenectady	1910	21x28	58	168,000	NYC
6637-6638	B-10o	Schenectady	1910	21x28	58	168,000	NYC
40-42	B-10p	Brooks	1910	21x28	58	158,000	IHB
6772-6773	B-10q	Schenectady	1910	21x28	58	168,000	NYC
6811	B-10q	Schenectady	1910	21x28	58	163,000	NYC
6877	B-10r	Schenectady	1910	21x28	58	168,000	NYC
137-138	B-10s	Manchester	1912	21x28	57	170,000	B&A
140	B-10s	Manchester	1912	21x28	57	170,000	B&A
141	B-10s	Manchester	1913	21x28	57	170,000	B&A
6774	B-10t	Pittsburgh	1912	21x28	58	171,000	NYC
6813-6821	B-10t	Pittsburgh	1912	21x28	58	163,000	NYC
6640-6645	B-10u	Brooks	1911	21x28	58	167,000	NYC
6647	B-10u	Brooks	1911	21x28	58	167,000	NYC
6649-6659	B-10u	Brooks	1911	21x28	58	167,000	NYC
6660-6709	B-10v	Pittsburgh	1912	21x28	58	171,000	NYC
6878-6797	B-10w	Pittsburgh	1912	21x28	58	171,000	NYC
6992-6995	B-10x	Montreal	1910	21x28	58	168,000	NYC
6800	B-10y	Brooks	1905	21x28	58	158,000	NYC
6771	B-10z	Cooke	1906	21x28	58	158,000	NYC
6801-6803	B-10z	Cooke	1906	21x28	58	158,000	NYC
6898-6904	B-11a	Pittsburgh	1912	21x28	58	171,000	NYC
6906-6909	B-11a	Pittsburgh	1912	21x28	58	171,000	NYC
6997-6999	B-11b	Montreal	1913	21x28	58	171,000	NYC
6910-6917	B-11c	Lima	1913	21x28	58	171,000	NYC
6919	B-11c	Lima	1913	21x28	58	171,000	NYC
6775-6776	B-11d	Lima	1913	21x28	58	163,000	NYC
6822-6826	B-11d	Lima	1913	21x28	58	171,000	NYC
6920-6932	B-11e	Pittsburgh	1913	21x28	58	171,000	NYC
6934	B-11e	Pittsburgh	1913	21x28	58	171,000	NYC
6935-6937	B-11g	Baldwin	1913	21x28	58	171,000	NYC
6939-6944	B-11g	Baldwin	1913	21x28	58	171,000	NYC
70-72	B-11h	Baldwin	1913	21x28	58	171,000	P&E
6827	B-11h	Baldwin	1913	21x28	58	171,000	NYC
6829-6832	B-11h	Baldwin	1913	21x28	58	171,000	NYC
43-50	B-11j	Manchester	1913	21x28	58	171,000	IHB
6711	B-11k	Schenectady	1913	21x28	58	171,000	NYC
6713-6727	B-11k	Schenectady	1913	21x28	58	171,000	NYC
6729	B-11k	Schenectady	1913	21x28	58	171,000	NYC
144	B-11L	Schenectady	1913	21x28	57	172,000	B&A
6745-6747	B-11L	Schenectady	1913	21x28	57	171,000	NYC
6777	B-11n	Brooks	1915	21x28	58	168,000	NYC
6835-6842	B-11n	Brooks	1915	21x28	58	171,000	NYC
148-152	B-11o	Schenectady	1916	21x28	57	173,000	B&A
6778	B-11p	Lima	1918	21x28	58	171,000	NYC
6780-6795	B-11p	Lima	1918	21x28	58	171,000	NYC
7002	B-56b	Schenectady	1904	20x26	52	147,000	NYC
7004	B-56c	Schenectady	1905	20x26	52	147,000	NYC
7006	B-56c	Schenectady	1905	20x26	52	147,000	NYC
7007	B-56d	Brooks	1906	20x26	52	147,000	NYC
7009	B-56d	Brooks	1906	20x26	52	147,000	NYC
7012	B-56d	Brooks	1906	20x26	52	147,000	NYC
7053-7061	B-56f	Schenectady	1910	20x26	52	258,000	NYC
7063-7069	B-56g	Pittsburgh	1911	20x26	52	161,500	NYC
7072-7087	B-56g	Pittsburgh	1911	20x26	52	161,500	NYC
182	B-61	Schenectady	1913	20x26	52	148,000	IHB-CR&I
187	B-61a	Schenectady	1914	20x26	52	148,000	IHB-CR&I
109	B-61b	Schenectady	1916	20x26	52	148,000	IHB-CR&I
192	B-61b	Schenectady	1916	20x26	52	148,000	IHB-CR&I
110	B-61c	Schenectady	1916	20x26	52	149,500	IHB-CR&I
194	B-61c	Schenectady	1916	20x26	52	148,000	IHB-CR&I
196-197	B-61c	Schenectady	1916	20x26	52	148,000	IHB-CR&I
201-202	B-61c	Schenectady	1916	20x26	52	148,000	IHB-CR&I
221-234	B-62	Cooke	1918	21x28	52	163,000	IHB-CR&I
9036	B-104	Alco-McKR	1907	20x26	51	153,000	P&LE
9038	B-104	Alco-McKR	1907	20x26	51	153,000	P&LE
9045	B-104	Alco-McKR	1909	20x26	51	153,000	P&LE
9047	B-104	Alco-McKR	1909	20x26	51	153,000	P&LE
9049	B-104	Alco-McKR	1909	20x26	51	153,000	P&LE
9051-9053	B-104	Alco-McKR	1911	20x26	51	153,000	P&LE
9056	B-104	Alco-McKR	1912	20x26	51	153,000	P&LE
9060	B-104	Alco-McKR	1912	20x26	51	153,000	P&LE
9062	B-104	Alco-McKR	1912	20x26	51	153,000	P&LE
9066-9070	B-104	Alco-McKR	1913	20x26	51	153,000	P&LE
9123-9124	B-104	Alco-McKR	1906	20x26	51	153,000	P&LE
9126	B-104	Alco-McKR	1906	20x26	51	153,000	P&LE
9131	B-104	Alco-McKR	1906	20x26	51	153,000	P&LE
9135	B-104	Alco-McKR	1910	20x26	51	153,000	P&LE
9137	B-104	Alco-McKR	1910	20x26	51	153,000	P&LE
9141-9143	B-104	Alco-McKR	1910	20x26	51	153,000	P&LE
9150-9151	B-104	Alco-McKR	1912	20x26	51	153,000	P&LE
9154-9155	B-104	Alco-McKR	1912	20x26	51	153,000	P&LE
9157	B-104	Alco-McKR	1912	20x26	51	153,000	P&LE
9159-9160	B-104	Alco-McKR	1912	20x26	51	153,000	P&LE
9185	B-104	Alco-McKR	1907	20x26	51	153,000	P&LE
9186	B-104	Alco-McKR	1909	20x26	51	153,000	P&LE
9187	B-104	Alco-McKR	1912	20x26	51	153,000	P&LE
9189	B-104	Alco-McKR	1910	20x26	51	153,000	P&LE
9191	B-104	Alco-McKR	1912	20x26	51	153,000	P&LE

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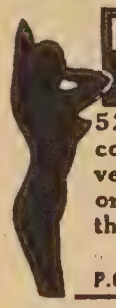

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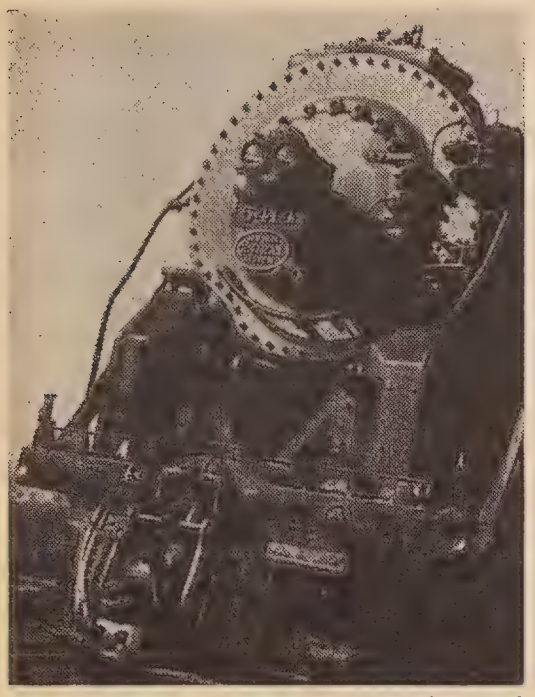
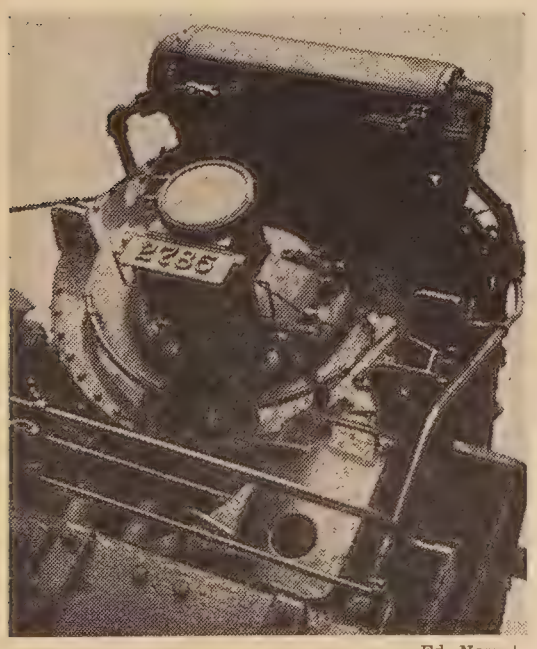


New York Central

The 5414 was one of 50 fleet-footed J-3a class Hudsons built by Alco in 1937-38.

Richard J. Cook

Nos. 5445-5454 were streamlined. Here, 5447 hauls famed *Empire State Express*.



Ed Nowak

Mohawks—almost a Central trademark for years. Alco built the 2785 in 1926.

		4-4-0 (AMERICAN) TYPE					
4307	G-07b	Brooks	1905	18x26	67	135,200	NYC
		2-6-6T AND 4-6-6T (DOUBLE-ENDER) TYPE					
400-404	D-1a	Schenectady	1928	23½x26	64	242,000	B&A
300	D-2a	Schenectady	1931	23x24	64	172,700	B&A
301	D-2a	Schenectady	1929	23x24	64	172,000	B&A
302	D-2a	Schenectady	1928	23x24	64	172,700	B&A
303-306	D-2a	Schenectady	1929	23x24	64	172,700	B&A
307	D-2a	Schenectady	1930	23x24	64	172,700	B&A
308-309	D-2a	Schenectady	1929	23x24	64	172,700	B&A
310-311	D-2b	Schenectady	1929	23x24	64	176,500	B&A
312	D-2b	Schenectady	1920	23x24	64	176,500	B&A
313-314	D-2b	Schenectady	1929	23x24	64	176,500	B&A
315	D-2b	Schenectady	1930	23x24	64	176,500	B&A
316	D-2b	Schenectady	1931	23x24	64	176,500	B&A
317	D-2b	Schenectady	1929	23x24	64	176,500	B&A
		2-6-0 ((MOGUL) TYPE					
1900	Ec	Schenectady	1905	19x26	64	120,000	NYC
1901	Ec	Schenectady	1907	19x26	64	120,000	NYC
1902	Ed	Schenectady	1905	19x26	64	120,000	NYC
1905	Ed	Schenectady	1906	19x26	64	120,000	NYC
1906	Ed	Schenectady	1907	19x26	64	120,000	NYC
1907	E-1a	Schenectady	1915	20x28	57	160,000	NYC
1908	E-1a	Schenectady	1919	20x28	57	160,000	NYC
1909	E-1a	Schenectady	1918	20x28	57	160,000	NYC
1911	E-1a	Schenectady	1918	20x28	57	160,000	NYC
1912	E-1a	Schenectady	1914	20x28	57	160,000	NYC
1913	E-1b	West Albany	1918	20x28	57	160,000	NYC
1914	E-1c	Baldwin	1918	20x28	57	160,000	NYC
1915	E-1c	Baldwin	1917	20x28	57	160,000	NYC
1916	E-1c	Baldwin	1918	20x28	57	160,000	NYC
1918	E-1d	Schenectady	1918	20x28	57	160,000	NYC
1919	E-1d	Schenectady	1917	20x28	57	160,000	NYC
1920-1921	E-1d	Schenectady	1900	20x28	57	160,000	NYC
1922	E-1d	Schenectady	1918	20x28	57	160,000	NYC
1923	E-1e	Schenectady	1917	20x28	57	160,000	NYC
1924	E-1e	Schenectady	1919	20x28	57	160,000	NYC
1925-1926	E-1e	Schenectady	1918	20x28	57	160,000	NYC
1928-1929	E-1g	West Albany	1905	20x28	63	160,000	NYC
		4-6-0 (TEN-WHEELER) TYPE					
800-801	Fx	Schenectady	1899	19x26	60	148,300	NYC
802	Fx	Schenectady	1899	20x26	60	148,300	NYC
803	Fx	Schenectady	1901	19x26	60	148,300	NYC
804	Fx	Schenectady	1902	20x26	60	148,300	NYC
805	Fx	Schenectady	1902	19x26	60	148,300	NYC
806-807	Fx	Schenectady	1902	19x26	60	148,300	NYC
808	Fx	Schenectady	1906	20x26	62	167,000	NYC
809	Fx	Schenectady	1906	21x26	62	167,000	NYC
810	Fx	Schenectady	1906	20x26	62	167,000	NYC
811	Fx	Schenectady	1906	21x26	62	167,000	NYC
812	Fx	Schenectady	1906	20x26	62	167,000	NYC
813	Fx	Schenectady	1907	20x26	62	167,000	NYC
814-815	Fx	Schenectady	1907	21x26	62	167,000	NYC
816	Fx	Schenectady	1907	20x26	62	167,000	NYC
817-818	Fx	Schenectady	1907	21x26	62	167,000	NYC
819	F-12	Schenectady	1905	22x26	69	199,500	NYC
820-824	F-12a	Schenectady	1906	22x26	69	199,500	NYC
825-844	F-12e	Schenectady	1907	22x26	69	213,000	NYC
845-876	F-12g	Schenectady	1908	22x26	69	213,000	NYC
880-881	F-82	St. Thomas	1900	19½x26	64	146,700	NYC
882	F-82b	Schenectady	1904	19½x26	64	154,200	NYC
884	F-82b	Schenectady	1904	19½x26	64	154,200	NYC
887	F-82-c	Schenectady	1905	19½x26	64	158,500	NYC
9220-9224	F-105a	McKees Rocks	1915	22x26	73	286,700	P&LE
		2-8-0 (CONSOLIDATION TYPE) TYPE					
1040	G-6h	Schenectady	1908	23x32	63	242,000	B&A
1044	G-6h	Schenectady	1908	23x32	63	242,000	B&A
1048	G-6h	Schenectady	1908	23x32	63	242,000	B&A
958	G-6j	Brooks	1909	23x32	63	238,500	NYC
960	G-6j	Brooks	1909	23x32	63	238,500	NYC
962	G-6j	Brooks	1909	23x32	63	238,500	NYC
964	G-6j	Brooks	1909	23x32	63	238,500	NYC
966	G-6j	Brooks	1909	23x32	63	238,500	NYC
971	G-6j	Brooks	1909	23x32	63	238,500	NYC
1009-1011	G-6m	Brooks	1910	23x32	63	242,500	NYC
1013-1014	G-6m	Brooks	1910	23x32	63	242,500	NYC
1016	G-6m	Brooks	1910	23x32	63	242,500	NYC
1018	G-6m	Brooks	1910	23x32	63	242,500	NYC
1020-1021	G-6m	Brooks	1910	23x32	63	242,500	NYC
1024	G-6m	Brooks	1910	23x32	63	242,500	NYC
1028-1032	G-6m	Brooks	1910	23x32	63	242,500	NYC
987-988	G-6o	Schenectady	1910	23x32	63	232,000	NYC
995	G-6o	Schenectady	1910	23x32	63	232,000	NYC
1041-1042	G-6p	Montreal	1910	23x32	63	242,000	NYC
1046-1047	G-6p	Montreal	1910	23x32	63	242,000	NYC
1048	G-6t	Schenectady	1911	23x32	63	232,000	NYC
1052-1054	G-6t	Schenectady	1911	23x32	63	232,000	NYC
1060-1061	G-6t	Schenectady	1911	23x32	63	232,000	NYC
1063	G-6t	Schenectady	1911	23x32	63	232,000	NYC
1065-1066	G-6t	Schenectady	1911	23x32	63	232,000	NYC
1072	G-6u	Montreal	1910	23x32	63	242,000	NYC
1050-1053	G-16q	Schenectady	1912	23x32	63	242,000	B&A
1100-1102	G-43a	Brooks	1901	21x30	63	184,500	NYC
1103-1104	G-43b	Brooks	1902	21x30	63	184,500	NYC
1105-1108	G-43c	Brooks	1902	21x30	63	184,500	NYC
1109-1111	G-43d	Brooks	1902	21x30	63	184,500	NYC
1112-1116	G-46e	Schenectady	1912	25x30	57	253,000	NYC
1118-1121	G-46e	Schenectady	1912	25x30	57	253,000	NYC
1122	G-46f	Brooks	1910	23x30	57	250,000	NYC
1124-1125	G-46f	Brooks	1910	23x30	57	250,000	NYC
1130-1131	G-46g	Brooks	1911	23x30	57	250,000	NYC
1143-1159	G-46h	Brooks	1912	23x30	57	253,000	NYC
1161-1167	G-46h	Brooks	1912	23x30	57	253,000	NYC
1169-1172	G-46h	Brooks	1912	23x30	57	253,000	NYC
1173-1182	G-46i	Schenectady	1912	23x30	57	253,000	NYC
1183-1192	G-46k	Brooks	1912	23x30	57	253,000	NYC
1193-1199	G-46L	Brooks	1914	23x30	57	253,000	NYC
910	G-96c	Brooks	1907	20x26	55	167,000	NYC
912-919	G-96c	Brooks	1907	20x26	55	167,000	NYC
9326	G-102d	Brooks	1902	22½x30	52	200,500	P&LE
9342	G-102d	Brooks	1903	22½x30	52	200,500	P&LE
9345	G-102d	Brooks	1903	22½x30	52	200,500	P&LE
9348	G-102d	Brooks	1903	22½x30	52	200,500	P&LE
9351	G-102d	Brooks	1903	22½x30	52	200,500	P&LE
9356	G-102d	Brooks	1903	22½x30	52	200,500	P&LE
9368-9369	G-102d	Brooks	1903	22½x30	52	200,500	P&LE

9370	G-102d	Brooks	1905	22½x30	52	200,500	P&LE
9372	G-102d	Brooks	1905	22½x30	52	200,500	P&LE
9376	G-102d	Brooks	1907	22½x30	52	200,500	P&LE
9423	G-102d	Brooks	1907	22½x30	52	200,500	P&LE
9487	G-103	Pittsburgh	1910	21x30	52	192,000	P&LE
9393-9397	G-104	McKees Rocks	1913	22½x30	52	200,500	P&LE
		2-8-2 (MIKADO) TYPE					
1230	H-5c	Brooks	1912	25x32	63	289,300	NYC
1233	H-5c	Brooks	1912	25x32	63	289,300	NYC
1227	H-5d	Brooks	1912	25x32	63	289,300	NYC
20-21	H-5e	Brooks	1912	25x32	63	280,000	P&E
1202	H-5e	Brooks	1912	25x32	63	289,300	NYC
1207	H-5e	Brooks	1912	25x32	63	289,300	NYC
1209-1210	H-5e	Brooks	1912	25x32	63	289,300	NYC
1214	H-5e	Brooks	1912	25x32	63	289,300	NYC
1221-1223	H-5e	Brooks	1912	25x32	63	289,300	NYC
1239-1240	H-5e	Brooks	1912	25x32	63	289,300	NYC
1242	H-5e	Brooks	1912	25x32	63	289,300	NYC
22	H-5f	Brooks	1913	25x32	63	280,000	P&E
1276	H-5f	Brooks	1913	25x32	63	289,300	NYC
1278	H-5f	Brooks	1913	25x32	63	289,300	NYC
1281-1282	H-5f	Brooks	1913	25x32	63	289,300	NYC
1284	H-5f	Brooks	1913	25x32	63	289,300	NYC
1214-1221	H-5g	Brooks	1915	25x32	63	275,500	B&A
1289	H-5g	Brooks	1913	25x32	63	289,300	NYC
1291	H-5g	Brooks	1913	25x32	63	289,300	NYC
1293-1294	H-5g	Brooks	1913	25x32	63	289,300	NYC
1253-1255	H-5h	Schenectady	1913	25x32	63	295,300	NYC
1257-1258	H-5h	Schenectady	1913	25x32	63	295,300	NYC
1260	H-5h	Schenectady	1913	25x32	63	295,300	NYC
1265-1270	H-5h	Schenectady	1913	25x32	63	295,300	NYC
1272-1274	H-5h	Schenectady	1913	25x32	63	295,300	NYC
1200-1205	H-5j	Schenectady	1913	25x32	63	275,500	B&A
1206-1213	H-5j	Schenectady	1914	25x32	63	275,500	B&A
23	H-5k	Brooks	1913	25x32	63	280,000	P&E
1297	H-5k	Brooks	1914	25x32	63	280,000	NYC
25	H-5L	Brooks	1913	25x32	63	280,000	P&E
27-31	H-5L	Brooks	1913	25x32	63	280,000	P&E
36	H-5L	Brooks	1913	25x32	63	280,000	P&E
1502-1503	H-5L	Brooks	1914	25x32	63	280,000	NYC
1504	H-5L	Brooks	1914	25x32	63	280,000	NYC
1505-1506	H-5L	Brooks	1914	25x32	63	280,000	NYC
1508	H-5L	Brooks	1913	25x32	63	280,000	NYC
1517-1518	H-5L	Lima	1914	25x32	63	280,000	NYC
1521	H-5L	Brooks	1913	25x32	63	280,000	NYC
1526	H-5L	Brooks	1913	25x32	63	280,000	NYC
1533-1534	H-5L	Brooks	1913	25x32	63	280,000	NYC
1628	H-5L	Brooks	1913	25x32	63	286,000	NYC
1630	H-5L	Brooks	1913	25x32	63	286,000	NYC
1638	H-5L	Brooks	1923	25x32	63	286,000	NYC
1428-1429	H-5L	Brooks	1913	25x32	63	280,000	NYC
1431-1432	H-5L	Brooks	1913	25x32	63	280,000	NYC
1309	H-5m	Brooks	1914	25x32	63	289,300	NYC
1311	H-5m	Brooks	1914	25x32	63	289,300	NYC
1313	H-5m	West Albany	1914	25x32	63	289,300	NYC
1302-1303	H-5n	Brooks	1914	25x32	63	289,300	NYC
1305-1308	H-5n	Brooks	1914	25x32	63	289,300	NYC
35	H-5o	Brooks	1915	25x32	63	280,000	P&E
37	H-5o	Brooks	1914	25x32	63	280,000	P&E
1537-1539	H-5o	Brooks	1914	25x32	63	280,000	NYC
1542	H-5o	Brooks	1914	25x32	63	280,000	NYC
1546-1549	H-5o	Brooks	1914	25x32	63	280,000	NYC
1552	H-5o	Brooks	1914	25x32	63	280,000	NYC
1553	H-5o	Brooks	1915	25x32	63	280,000	NYC
1562	H-5o	Brooks	1915	25x32	63	280,000	NYC
1625	H-5o	Brooks	1914	25x32	63	286,000	NYC
1629	H-5o	Brooks	1915	25x32	63	286,000	NYC
1631	H-5o	Brooks	1914	25x32	63	286,000	NYC
1634-1635	H-5o	Brooks	1914	25x32	63	280,000	NYC
1636	H-5o	Brooks	1915	25x32	63	280,000	NYC
1637	H-5o	Brooks	1914	25x32	63	280,000	NYC
1639-1640	H-5o	Brooks	1914	25x32	63	280,000	NYC
1646-1647	H5o	Brooks	1914	25x32	63	280,000	NYC
1649	H-5o	Brooks	1915	25x32	63	280,000	NYC
24	H-5p	Brooks	1916	25x32	63	280,000	P&E
1248	H-5p	Brooks	1917	25x32	63	289,300	NYC
1315-1316	H-5p	Brooks	1915	25x32	63	289,300	NYC

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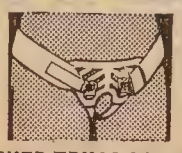

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P. O. Box 2695
Jackson 7, Mississippi

Ed Nowak

First of 25 freight locomotives built by Alco in 1942-43 for heavy wartime duty was this handsome 4-8-2, the 3100.

R. P. Morris

The 4512 eastbound with the *Southwestern Limited* near Garrison, N.Y., in 1938.

1319	H-5p	Brooks	1915	25x32	63	289,300	NYC
1322	H-5p	Brooks	1916	25x32	63	289,300	NYC
1326	H-5p	Brooks	1916	25x32	63	289,300	NYC
1328	H-5p	Brooks	1916	25x32	63	289,300	NYC
1330-1332	H-5p	Brooks	1916	25x32	63	289,300	NYC
1333-1334	H-5p	Brooks	1917	25x32	63	289,300	NYC
1336	H-5p	Brooks	1916	25x32	63	289,300	NYC
1338	H-5p	Brooks	1917	25x32	63	289,300	NYC
1340	H-5p	Brooks	1916	25x32	63	289,300	NYC
1341	H-5p	Brooks	1917	25x32	63	289,300	NYC
1343	H-5p	Brooks	1916	25x32	63	289,300	NYC
1344-1345	H-5p	Brooks	1917	25x32	63	289,300	NYC
1347	H-5p	Brooks	1917	25x32	63	289,300	NYC
1349	H-5p	Brooks	1917	25x32	63	289,300	NYC
1351	H-5p	Brooks	1917	25x32	63	289,300	NYC
1353	H-5p	Brooks	1916	25x32	63	289,300	NYC
1354	H-5p	Brooks	1915	25x32	63	289,300	NYC
1357	H-5p	Brooks	1915	25x32	63	289,300	NYC
1359-1360	H-5p	Brooks	1916	25x32	63	289,300	NYC
1362-1363	H-5p	Brooks	1916	25x32	63	289,300	NYC
1364	H-5p	Brooks	1917	25x32	63	289,300	NYC
1365	H-5p	Brooks	1915	25x32	63	289,300	NYC
1367	H-5p	Brooks	1915	25x32	63	289,300	NYC
1368	H-5p	Brooks	1915	25x32	63	289,300	NYC
1369	H-5p	West Albany	1915	25x32	63	289,300	NYC
1375	H-5p	Brooks	1917	25x32	63	289,300	NYC
1376-1379	H-5p	Brooks	1916	25x32	63	289,300	NYC
1381-1386	H-5p	Brooks	1916	25x32	63	289,300	NYC
1388	H-5p	Brooks	1916	25x32	63	289,300	NYC
1389	H-5p	Brooks	1915	25x32	63	289,300	NYC
1390-1393	H-5p	Brooks	1916	25x32	63	289,300	NYC
1394-1397	H-5p	Brooks	1915	25x32	63	289,300	NYC
1399	H-5p	Brooks	1915	25x32	63	289,300	NYC
1528-1529	H-5p	Brooks	1915	25x32	63	289,300	NYC
1589	H-5p	Brooks	1915	25x32	63	286,000	NYC
1591-1596	H-5p	Brooks	1915	25x32	63	286,000	NYC
1599	H-5p	Brooks	1915	25x32	63	286,000	NYC
1249	H-5q	West Albany	1917	25x32	63	289,300	NYC
1320	H-5q	West Albany	1915	25x32	63	289,300	NYC
1329	H-5q	West Albany	1916	25x32	63	289,300	NYC
1335	H-5q	West Albany	1917	25x32	63	289,300	NYC
1339	H-5q	West Albany	1918	25x32	63	289,300	NYC
1348	H-5q	West Albany	1917	25x32	63	289,300	NYC
1356	H-5q	West Albany	1916	25x32	63	289,300	NYC
1361	H-5q	West Albany	1916	25x32	63	289,300	NYC
1366	H-5q	West Albany	1918	25x32	63	289,300	NYC
1370	H-5q	West Albany	1916	25x32	63	289,300	NYC
1372	H-5q	West Albany	1916	25x32	63	289,300	NYC
250-264	H-5r	Schenectady	1916	25x32	63	297,700	IHB
1564	H-5s	Schenectady	1916	25x32	63	286,000	NYC
1566-1568	H-5s	Schenectady	1916	25x32	63	286,000	NYC
1224-1229	H-5t	Lima	1916	25x32	63	286,000	B&A
1435	H-5t	Lima	1916	25x32	63	295,300	NYC
1437-1440	H-5t	Lima	1916	25x32	63	295,300	NYC
1442-1452	H-5t	Lima	1916	25x32	63	295,300	NYC
1454-1459	H-5t	Lima	1916	25x32	63	295,300	NYC
1461	H-5t	Lima	1916	25x32	63	295,300	NYC
1465-1467	H-5t	Lima	1916	25x32	63	295,300	NYC
1469-1475	H-5t	Lima	1916	25x32	63	295,300	NYC
1477-1488	H-5t	Lima	1916	25x32	63	295,300	NYC
1481-1484	H-5t	Lima	1916	25x32	63	295,300	NYC
1569-1588	H-5t	Lima	1916	25x32	63	286,000	NYC
400-409	H-5u	Schenectady	1923	25x32	63	308,700	IHB
410-419	H-5u	Lima	1923	25x32	63	208,700	IHB
420-424	H-5v	Lima	1924	25x32	63	205,500	IHB
33-34	H-5La	Brooks	1913	25x32	63	280,000	P&E
1485	H-5La	Brooks	1913	25x32	63	280,000	NYC
1488-1489	H-5La	Brooks	1913	25x32	63	280,000	NYC
1492-1496	H-5La	Brooks	1913	25x32	63	280,000	NYC
1498	H-5La	Brooks	1913	25x32	63	280,000	NYC
1531	H-5La	Brooks	1913	25x32	63	280,000	NYC
1700-1724	H-6a	Baldwin	1918	26x30	63	300,500	NYC
1732-1746	H-6a	Schenectady	1918	26x30	63	300,500	NYC
1770-1789	H-6a	Schenectady	1918	26x30	63	300,500	NYC
1800-1809	H-6a	Schenectady	1918	26x30	63	300,500	NYC
1817-1828	H-6a	Schenectady	1918	26x30	63	300,500	NYC
1829	H-6a	Schenectady	1924	26x30	63	300,500	NYC
1834-1849	H-6a	Schenectady	1918	26x30	63	300,500	NYC
1850-1868	H-6a	Lima	1918	26x30	63	300,500	NYC
1869	H-6a	Lima	1923	26x30	63	300,500	NYC

Walter A. Lucas

These six K-11 class Pacifics (Nos. 4540, 4545, 4503, 4556, 4553, 4557), used on the River Division between Dumont and Weehawken, N. J., in the great days of Central steam power, took Sundays off. All built in Schenectady about 1912.

1870-1874	H-6a	Lima	1918	26x30	63	300,500	NYC
1876-1888	H-6a	Lima	1918	26x30	63	300,500	NYC
1889-1894	H-6a	Lima	1919	26x30	63	300,500	NYC
2050-2055	H-7a	Brooks	1912	27x30	63	330,600	NYC
2057-2059	H-7a	Brooks	1912	27x30	63	330,600	NYC
2035-2049	H-7b	Brooks	1913	27x30	63	330,600	NYC
2000-2005	H-7c	Brooks	1913	27x30	63	330,600	NYC
2007	H-7c	Brooks	1913	27x30	63	330,600	NYC
2009-2010	H-7c	Brooks	1913	27x30	63	330,600	NYC
2012-2024	H-7c	Brooks	1913	27x30	63	330,600	NYC
2026-2027	H-7d	Brooks	1913	27x30	63	330,600	NYC
2029-2034	H-7d	Brooks	1913	27x30	63	330,600	NYC
1950-1999	H-7e	Schenectady	1920	27x30	63	343,100	NYC
2060-2069	H-7e	Schenectady	1920	27x30	63	330,600	NYC
9502-9504	H-8a	Brooks	1916	26½x30	57	322,700	P&LE
9550-9551	H-8a	Brooks	1916	27x32	63	331,000	P&LE
9553-9554	H-8a	Brooks	1916	27x32	63	331,000	P&LE
9555-9574	H-8b	Brooks	1917	26½x30	57	322,700	P&LE
9575-9579	H-8c	Brooks	1918	26½x30	57	322,700	P&LE
9580-9589	H-9a	Brooks	1918	27x32	73	331,000	P&LE
9505-9509	H-9b	Brooks	1919	27x32	63	331,000	P&LE
9590-9594	H-9c	Brooks	1919	27x32	73	331,000	P&LE
9510-9519	H-9d	Baldwin	1919	27x32	63	331,000	P&LE
2090	H-10	Lima	1922	28x30	63	334,000	NYC
2101-2120	H-10a	Lima	1922	28x30	63	342,500	NYC[1]
2121-2165	H-10a	Lima	1923	28x30	63	342,500	NYC[2]
2166-2222	H-10a	Schenectady	1923	28x30	63	342,500	NYC[3]
2223-2232	H-10a	Lima	1923	28x30	63	342,500	NYC
2233-2249	H-10a	Schenectady	1922	28x30	63	342,500	NYC
2250	H-10a	Schenectady	1923	28x30	63	342,500	NYC
2251-2257	H-10a	Schenectady	1922	28x30	63	342,500	NYC
2258-2282	H-10a	Schenectady	1923	28x30	63	342,500	NYC
2283	H-10a	Schenectady	1922	28x30	63	342,500	NYC
2284-2290	H-10a	Schenectady	1923	28x30	63	342,500	NYC
191-200	H-10a	Schenectady	1923	28x30	63	342,500	P&LE
201-211	H-10b	Schenectady	1924	28x30	63	337,000	P&LE
2080-2089	H-10b	Schenectady	1924	28x30	63	337,000	NYC
2312-2351	H-10b	Lima	1924	28x30	63	337,000	NYC
2360-2399	H-10b	Schenectady	1924	28x30	63	337,000	NYC

[1]2112 rebuilt 1931. [2]2159 rebuilt 1927. [3]2194 rebuilt 1930.

4-4-2 (ATLANTIC) TYPE

4321-4322	I-40a	Schenectady	1907	19x26	69	167,500	NYC
9204	I-100a	Schenectady	1903	20x26	73	186,000	P&LE

4-6-4 (HUDSON) TYPE

5200	J-1a	Schenectady	1927	25x28	79	359,800	NYC
5201-5249	J-1b	Schenectady	1927	25x28	79	359,800	NYC
5345-5352	J-1b	Schenectady	1927	25x28	79	358,600	NYC
5353-5354	J-1b	Schenectady	1928	25x28	79	358,600	NYC
5250-5258	J-1c	Schenectady	1928	25x28	79	348,900	NYC
5259	J-1c	Schenectady	1929	25x28	79	348,900	NYC
5260-5267	J-1c	Schenectady	1928	25x28	79	348,900	NYC
5268-5274	J-1c	Schenectady	1929	25x28	79	348,900	NYC
5355-5359	J-1c(MC)	Schenectady	1929	25x28	79	362,400	NYC
5275-5294	J-1d	Schenectady	1929	25x28	79	362,500	NYC
5295-5314	J-1d	Schenectady	1930	25x28	79	362,500	NYC
5360-5369	J-1d	Schenectady	1929	25x28	79	362,400	NYC
5370-5374	J-1d	Schenectady	1930	25x28	79	362,400	NYC
5375-5394	J-1d	Schenectady	1929	25x28	79	362,400	NYC
5316-5344	J-1e	Schenectady	1931	25x28	79	358,600	NYC[1]
5395-5405	J-1e	Schenectady	1931	25x28	79	362,400	NYC
600-604	J-2a	Schenectady	1928	25x28	76	353,000	B&A
605-609	J-2b	Schenectady	1930	25x28	76	356,500	B&A
610-619	J-2c	Lima	1931	25x28	76	357,000	B&A
5405-5444	J-3a	Schenectady	1937	22½x29	79	360,000	NYC
5445-5454	J-3a	Schenectady	1938	22½x29	79	365,000	NYC[2]

[1]5344 streamlined, with cylinders 23¾x28. [2]Streamlined.

4-6-2 (PACIFIC) TYPE

551	Kj	Schenectady	1911	22x26	75	238,000	B&A
553-554	Kj	Schenectady	1911	22x26	75	238,000	B&A
555-559	KL	Schenectady	1912	22x26	75	241,000	B&A
560-563	Km	Schenectady	1913	22x26	75	241,000	B&A
564-565	Km	Schenectady	1914	22x26	75	241,000	B&A
10-11	Ko	Beech Grove	1915	22x26	75	246,000	P&E
60	K-3c	Baldwin	1912	23½x26	79	276,000	P&E
4824-4825	K-3c	Baldwin	1912	23½x26	79	290,200	NYC
4827	K-3c	Baldwin	1912	23½x26	79	290,200	NYC
4834-4835	K-3d	Schenectady	1912	23½x26	79	290,200	NYC
4603	K-3f	Schenectady	1913	23½x26	79	276,000	NYC
61	K-3g	Schenectady	1913	23½x26	79	276,000	P&E
4850-4851	K-3g	Schenectady	1913	23½x26	79	290,200	NYC
4854	K-3g	Schenectady	1913	23½x26	79	290,200	NYC
4643-4644	K-3h	Schenectady	1916	23½x26	79	276,000	NYC
4611-4612	K-3i	Schenectady	1917	23½x26	79	276,000	NYC
4614	K-3i	Schenectady	1917	23½x26	79	276,000	NYC
4855-4859	K-3j	Schenectady	1917	23½x26	79	276,000	NYC
4862	K-3k	Schenectady	1917	23½x26	79	276,000	NYC
4866-4869	K-3k	Schenectady	1917	23½x26	79	276,000	NYC
4872	K-3L	Schenectady	1917	23½x26	79	276,000	NYC
4615	K-3m	Brooks	1918	23½x26	79	276,000	NYC
4617-4619	K-3m	Brooks	1918	23½x26	79	276,000	NYC
4621	K-3m	Brooks	1918	23½x26	79	276,000	NYC
4623-4624	K-3m	Brooks	1918	23½x26	79	276,000	NYC
500-506	K-3n	Brooks	1918	23½x26	79	280,200	B&A
4723-4726	K-3n	Brooks	1918	23½x26	79	289,100	NYC
4728-4736	K-3n	Brooks	1918	23½x26	79	289,100	NYC[1]
4739-4740	K-3n	Brooks	1918	23½x26	79	289,100	NYC
4742-4744	K-3n	Brooks	1918	23½x26	79	289,100	NYC
4746	K-3n	Brooks	1918	23½x26	79	289,100	NYC
4748-4756	K-3n	Brooks	1918	23½x26	79	289,100	NYC
4625-4634	K-3p	Schenectady	1920	23½x26	79	289,100	NYC
4697-4699	K-3p	Schenectady	1920	23½x26	79	276,000	NYC
4701-4722	K-3p	Schenectady	1920	23½x26	79	276,000	NYC
4875-4884	K-3p	Schenectady	1920	23½x26	79	280,200	NYC
4635-4639	K-3q	Brooks	1923	23½x26	79	295,500	NYC
4667-4696	K-3q	Brooks	1923	23½x26	79	276,000	NYC
4885-4888	K-3q	Brooks	1923	23½x26	79	295,500	NYC
4890-4899	K-3q	Brooks	1923	23½x26	79	295,500	NYC
4800-4804	K-3r	Brooks	1925	24x26	79	278,000	NYC
9225-9229	K-4a	Brooks	1917	23½x26	79	286,700	P&LE
9230-9234	K-4b	Brooks	1918	23½x26	79	286,700	P&LE
4925	K-5	Schenectady	1924	25x28	79	303,000	NYC
4926-4930	K-5a	Brooks	1925	25x28	79	391,000	NYC
4905-4924	K-5b	Schenectady	1926	25x28	79	302,000	NYC[2]
4931-4940	K-5b	Schenectady	1927	25x28	79	391,000	NYC
9245-9249	K-6a	Brooks	1925	26x28	75	298,000	P&LE
9250-9254	K-6b	Schenectady	1926	26x28	75	301,000	P&LE
4401	K-11a	Brooks	1910	26x26	69	272,000	NYC

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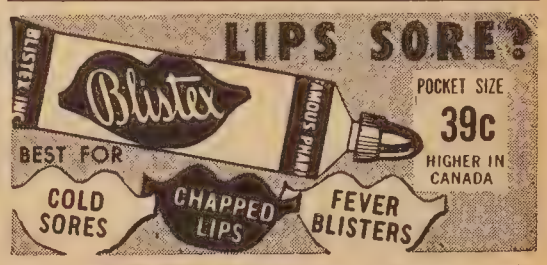

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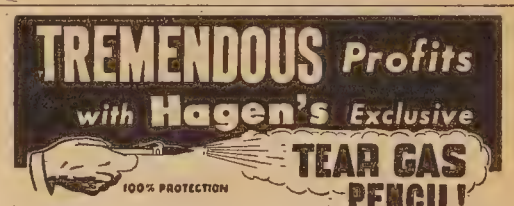

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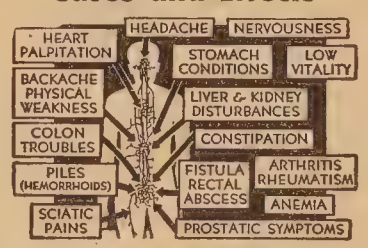

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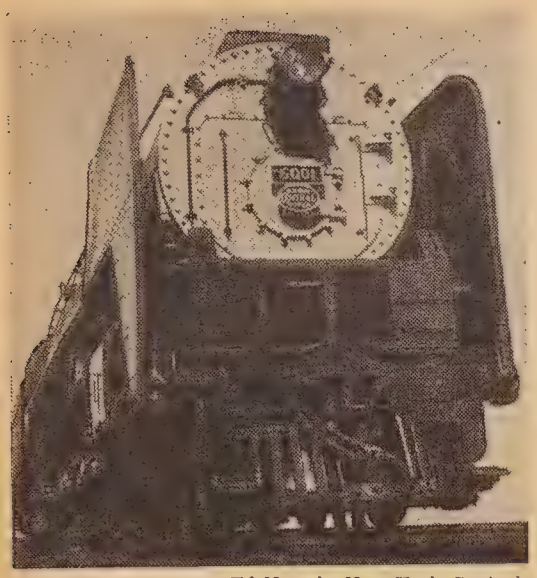

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NEXT ISSUE

Post-War Renumberings of New York Central Steam Power.

Complete Roster of New York Central Electrics, Diesel-Electrics, and Hump Trailers.

1955 Distribution of New York Central Motive Power.

4405	K-11a	Brooks	1910	26x26	69	272,000	NYC
4412-4414	K-11a	Brooks	1911	26x26	69	272,000	NYC
4422	K-11a	Brooks	1911	26x26	69	272,000	NYC
4427	K-11a	Brooks	1911	26x26	69	272,000	NYC
4431	K-11a	Brooks	1911	26x26	69	272,000	NYC
4439	K-11a	Brooks	1911	26x26	69	272,000	NYC
4441	K-11a	Brooks	1911	26x26	69	272,000	NYC
4444	K-11a	Brooks	1911	26x26	69	272,000	NYC
4447	K-11a	Brooks	1911	26x26	69	272,000	NYC
4490	K-11a	Brooks	1911	26x26	69	272,000	NYC
4491	K-11a	Brooks	1924	26x26	69	272,000	NYC
4498	K-11a	Brooks	1911	26x26	69	272,000	NYC
4483	K-11b	Schenectady	1911	26x26	69	272,000	NYC
4486	K-11b	Schenectady	1911	26x26	69	272,000	NYC
4503-4507	K-11b	Schenectady	1913	26x26	69	272,000	NYC
4509-4516	K-11b	Schenectady	1912	26x26	69	272,000	NYC
4518-4519	K-11b	Schenectady	1912	26x26	69	272,000	NYC
4450	K-11c	Baldwin	1911	26x26	69	272,000	NYC
4453	K-11c	Baldwin	1911	26x26	69	272,000	NYC
4455	K-11c	Baldwin	1911	26x26	69	272,000	NYC
4457	K-11c	Baldwin	1911	26x26	69	272,000	NYC
4459-4461	K-11c	Baldwin	1911	26x26	69	272,000	NYC
4468-4469	K-11c	Baldwin	1911	26x26	69	272,000	NYC
4471	K-11c	Baldwin	1911	26x26	69	272,000	NYC
4473-4476	K-11c	Baldwin	1911	26x26	69	272,000	NYC
4477-4479	K-11c	Baldwin	1912	26x26	69	272,000	NYC
4520-4525	K-11d	Schenectady	1912	26x26	69	272,000	NYC
4527	K-11d	Schenectady	1912	26x26	69	272,000	NYC
4528-4529	K-11d	Schenectady	1912	26x26	69	272,000	NYC
4530-4533	K-11d	Schenectady	1912	26x26	69	272,000	NYC
4535-4537	K-11d	Schenectady	1912	26x26	69	272,000	NYC
4539	K-11d	Schenectady	1912	26x26	69	272,000	NYC
4540-4543	K-11e	Schenectady	1912	26x26	69	272,000	NYC
4545	K-11e	Schenectady	1912	26x26	69	272,000	NYC
4547	K-11e	Schenectady	1912	26x26	69	272,000	NYC
4549	K-11e	Schenectady	1912	25x26	69	272,000	NYC
4550-4558	K-11e	Schenectady	1912	25x26	69	272,000	NYC
4560-4564	K-11e	Schenectady	1912	25x26	69	272,000	NYC
4566	K-11e	Schenectady	1912	25x26	69	272,000	NYC
4568-4569	K-11e	Schenectady	1912	25x26	69	272,000	NYC
4570	K-11f	Schenectady	1913	25x26	69	272,000	NYC
4578	K-11f	Schenectady	1913	25x26	69	272,000	NYC
4580	K-11f	Schenectady	1913	25x26	69	272,000	NYC
4586-4587	K-11f	Schenectady	1913	25x26	69	272,000	NYC
4589	K-11f	Schenectady	1913	25x26	69	272,000	NYC
4594-4599	K-11f	Schenectady	1913	25x26	69	272,000	NYC
4390-4392	K-14a	Brooks	1925	26x26	72	281,500	NYC
17	K-14b	Schenectady	1930	25x26	72	276,000	P&E
18-19	K-14b	Schenectady	1929	25x26	72	276,000	P&E
4393	K-14c	Baldwin	1925	25x26	72	281,500	NYC
4394-4395	K-14e	Schenectady	1925	25x26	72	281,500	NYC
4396-4399	K-14f	Schenectady	1925	25x26	72	281,500	NYC[3]
575	K-14g	Schenectady	1924	26x26	72	275,600	B&A
576	K-14g	Schenectady	1925	26x26	72	275,600	B&A
577	K-14g	Schenectady	1924	26x26	72	275,600	B&A
578-579	K-14g	Schenectady	1925	26x26	72	275,600	B&A
580-581	K-14g	Schenectady	1924	26x26	72	275,600	B&A
582	K-14g	Schenectady	1922	26x26	72	275,600	B&A
583-588	K-14g	Schenectady	1923	26x26	72	275,600	B&A
589	K-14h	Baldwin	1925	26x26	72	275,600	B&A

[1]4733 rebuilt 1919. [2]4915 and 4917 streamlined. [3]4396 rebuilt 1924.

4-8-2 (MOHAWK) TYPE

40-41	L-1a	Schenectady	1916	28x28	69	348,000	P&E
2500-2503	L-1a	Schenectady	1916	28x28	69	364,500	NYC
2507-2509	L-1a	Schenectady	1916	28x28	69	364,500	NYC
2511-2517	L-1a	Schenectady	1916	28x28	69	364,500	NYC
2518	L-1a	Schenectady	1925	28x28	69	364,500	NYC
2523	L-1a	Schenectady	1916	28x28	69	364,500	NYC
2525-2527	L-1a	Schenectady	1916	28x28	69	364,500	NYC
2529	L-1a	Schenectady	1916	28x28	69	364,500	NYC
39	L-1b	Schenectady	1918	28x28	69	348,000	P&E
42-43	L-1b	Schenectady	1918	28x28	69	348,000	P&E
2530	L-1b	Schenectady	1917	28x28	69	364,500	NYC
2532-2533	L-1b	Schenectady	1917	28x28	69	364,500	NYC
2535	L-1b	Schenectady	1917	28x28	69	364,500	NYC
2537	L-1b	Schenectady	1918	28x28	69	364,500	NYC
2539	L-1b	Schenectady	1918	28x28	69	364,500	NYC
2542-2543	L-1b	Schenectady	1917	28x28	69	364,500	NYC
2544-2545	L-1b	Schenectady	1918	28x28	69	364,500	NYC
2546-2549	L-1b	Schenectady	1917	28x28	69	364,500	NYC
2551	L-1b	Schenectady	1917	28x28	69	364,500	NYC
2555	L-1b	Schenectady	1918	28x28	69	364,500	NYC
2558-2559	L-1b	Schenectady	1918	28x28	69	364,500	NYC
2561-2562	L-1b	Schenectady	1918	28x28	69	364,500	NYC
2564-2565	L-1b	Schenectady	1918	28x28	69	364,500	NYC
2567	L-1b	Schenectady	1918	28x28	69	364,500	NYC
2571-2573	L-1b	Schenectady	1918	28x28	69	364,500	NYC
2575-2577	L-1b	Schenectady	1918	28x28	69	364,500	NYC
2579-2583	L-1b	Schenectady	1918	28x28	69	364,500	NYC
44-45	L-1c	Lima	1918	28x28	69	348,000	P&E
49-50	L-1c	Lima	1918	28x28	69	356,200	P&E
52	L-1c	Lima	1923	28x28	69	356,200	P&E
2585-2594	L-1c	Lima	1918	28x28	69	364,500	NYC
2598	L-1c	Lima	1918	28x28	69	364,500	NYC
2600	L-1c	Lima	1918	28x28	69	364,500	NYC
2602	L-1c	Lima	1918	28x28	69	364,500	NYC
2606-2611	L-1c	Lima	1918	28x28	69	364,500	NYC
2616	L-1c	Lima	1918	28x28	69	364,500	NYC
2618	L-1c	Lima	1918	28x28	69	364,500	NYC
2620	L-1c	Lima	1918	28x28	69	364,500	NYC
2622-2625	L-1c	Lima	1918	28x28	69	364,500	NYC
2627-2631	L-1c	Lima	1918	28x28	69	364,500	NYC
2634-2636	L-1c	Lima	1918	28x28	69	364,500	NYC
46-48	L-1d	Lima	1918	28x28	69	348,000	P&E
51	L-1d	Lima	1918	28x28	69	356,200	P&E
2640	L-1d	Lima	1918	28x28	69	364,500	NYC
2642	L-1d	Lima	1918	28x28	69	364,500	NYC
2644-2648	L-1d	Lima	1918	28x28	69	364,500	NYC
2651-2657	L-1d	Lima	1918	28x28	69	364,500	NYC
2659	L-1d	Lima	1918	28x28	69	364,500	NYC
2661-2664	L-1d	Lima	1918	28x28	69	364,500	NYC
2667-2668	L-1d	Lima	1918	28x28	69	364,500	NYC
2674-2675	L-1d	Lima	1918	28x28	69	364,500	NYC
2677-2679	L-1d	Lima	1918	28x28	69	364,500	NYC
2681	L-1d	Lima	1918	28x28	69	364,500	NYC
2683	L-1d	Lima	1918	28x28	69	364,500	NYC
2700	L-2a	Schenectady	1925	27x30	69	364,000	NYC
2701-2799	L-2a	Schenectady	1926	27x30	69	364,000	NYC[1]

2900-2924	L-2b	Schenectady	1929	27x30	69	366,550	NYC
2800-2899	L-2c	Schenectady	1929	27x30	69	367,000	NYC
2925-2974	L-2d	Schenectady	1929	27x30	69	370,150	NYC
2975-2994	L-2d	Schenectady	1930	27x30	69	370,150	NYC
2995	L-2d	Schenectady	1930	25½x30	69	370,150	NYC
2996-2997	L-2d	Schenectady	1930	27x30	69	370,150	NYC
2998	L-2d	Schenectady	1930	25½x30	69	370,150	NYC
2999	L-2d	Schenectady	1930	27x30	69	370,150	NYC
3000-3024	L-3a	Schenectady	1940	25½x30	69	388,500	NYC
3025	L-3b	Schenectady	1940	25½x30	69	393,500	NYC
3026-3034	L-3b	Schenectady	1941	25½x30	69	393,500	NYC
3035-3048	L-3b	Lima	1940	25½x30	69	393,500	NYC
3049	L-3b	Lima	1941	25½x30	69	393,500	NYC
3050-3064	L-3c	Schenectady	1942	25½x30	69	399,000	NYC
3100-3111	L-4a	Lima	1942	26x30	72	397,300	NYC
3112-3124	L-4a	Lima	1943	26x30	72	397,300	NYC
3125-3149	L-4b	Lima	1943	26x30	72	401,100	NYC

[1]2758 rebuilt 1928.

0-10-0 (SWITCHER) TYPE

7192	M-1a	Brooks	1907	24x28	52	277,000	NYC
7190	M-1d	Montreal	1909	24x28	52	277,000	NYC
7191	M-1e	Montreal	1910	24x28	52	277,000	NYC

2-6-6-2 (MALLET) TYPE

1933-1938	NE-2d	Schenectady	1917	21½&34x32	57	363,800	NYC
1939-1940	NE-2g	Schenectady	1920	21½&34x32	57	373,000	NYC
1941-1948	NE-2g	Schenectady	1921	21½&34x32	57	373,000	NYC

0-8-8-0 (MALLET) TYPE

7097-7099	NU-1a	Brooks	1913	26&40x28	52	466,500	NYC
9090-9091	NU-1b	Brooks	1916	26&40x28	52	468,000	P&LE
7100-7105	NU-1c	Brooks	1916	26&40x28	52	466,500	NYC
7109	NU-1d	Brooks	1916	26&40x28	52	466,500	NYC
7106-7107	NU-1e	Schenectady	1921	26&40x28	52	468,500	NYC

4-8-4 (NIAGARA) TYPE

6000	S-1a	Schenectady	1945	25x32	79	471,000	NYC
6001-6024	S-1b	Schenectady	1945	25½x32	79	471,000	NYC
6025	S-1b	Schenectady	1946	25½x32	79	471,000	NYC
5500	S-2a	Schenectady	1946	25½x32	79	485,000	NYC

0-8-0 (SWITCHER) TYPE

150-156	U-1a	Schenectady	1913	25x30	58	239,500	IHB-CR&I
7270-7272	U-1a	Schenectady	1913	25x30	58	239,500	NYC
7290-7299	U-1a	Schenectady	1913	25x30	58	239,500	NYC
7280-7289	U-1b	Schenectady	1913	25x30	58	239,500	NYC
157-166	U-1e	Schenectady	1916	25x30	58	240,000	IHB-CR&I
7450-7474	U-2a	Brooks	1916	23½x30	58	218,000	NYC
7385-7449	U-2b	Lima	1917	23½x30	58	218,000	NYC
7504-7509	U-2c	Lima	1917	23½x30	58	218,000	NYC
7550-7553	U-2c	Lima	1917	23½x30	58	218,000	NYC
7340-7377	U-2d	Pittsburgh	1917	23½x30	58	218,000	NYC
7378-7384	U-2d	Pittsburgh	1918	23½x30	58	218,000	NYC
7510-7529	U-2e	Lima	1917	23½x30	58	218,000	NYC
6560-7599	U-2f	Lima	1918	23½x30	58	218,000	NYC
7530-7539	U-2g	Lima	1918	23½x30	58	218,000	NYC
7336-7339	U-2h	Lima	1918	23½x30	58	218,000	NYC
167-171	U-2i	Lima	1918	23½x30	58	218,000	IHB-CR&I
42-47	U-2j	Lima	1918	23½x30	57	216,500	B&A
54-61	U-2k	Lima	1923	23½x30	57	215,000	B&A
62-65	U-2L	Schenectady	1924	23½x30	57	218,000	B&A
310-319	U-3a	Baldwin	1919	25x28	52	219,500	IHB
7740-7742	U-3a	Brooks	1919	25x28	52	219,500	NYC
7744	U-3a	Brooks	1919	25x28	52	219,500	NYC
7745-7748	U-3a	Brooks	1920	25x28	52	219,500	NYC
7749	U-3a	Baldwin	1919	25x28	52	219,500	NYC
7753-7757	U-3a	Pittsburgh	1918	25x28	52	219,500	NYC
7758-7760	U-3a	Lima	1920	25x28	52	219,500	NYC
7806-7814	U-3a	Baldwin	1919	25x28	52	219,500	NYC
7815-7839	U-3a	Brooks	1918	25x28	52	219,500	NYC
7840-7849	U-3a	Lima	1920	25x28	52	219,500	NYC
48-49	U-3b	Lima	1920	25x28	51	219,000	B&A
50-53	U-3b	Lima	1921	25x28	51	219,000	B&A
320-329	U-3b	Lima	1921	25x28	52	219,500	IHB
7640-7654	U-3b	Lima	1920	25x28	52	219,500	NYC
7655-7689	U-3b	Lima	1921	25x28	52	219,500	NYC
7850-7851	U-3b	Lima	1920	25x28	52	219,500	NYC
7852-7855	U-3b	Lima	1921	25x28	52	219,500	NYC
7985-7988	U-3b	Lima	1920	25x28	52	222,500	NYC
7989-7997	U-3b	Lima	1921	25x28	52	222,500	NYC
7600-7603	U-3c	Lima	1922	25x28	52	219,500	NYC
7605	U-3c	Lima	1922	25x28	52	219,500	NYC
7607-7608	U-3c	Lima	1922	25x28	52	219,500	NYC
7610	U-3c	Lima	1922	25x28	52	219,500	NYC
7612	U-3c	Lima	1922	25x28	52	219,500	NYC
7614	U-3c	Lima	1922	25x28	52	219,500	NYC
7690-7719	U-3c	Lima	1922	25x28	52	219,500	NYC
7786-7805	U-3c	Schenectady	1922	25x28	52	219,500	NYC
7856-7865	U-3c	Lima	1922	25x28	52	219,500	NYC
350-355	U-3d	Lima	1923	25x28	52	219,500	CR&I
330-334	U-3e	Lima	1924	25x28	52	223,500	IHB
356-360	U-3e	Lima	1924	25x28	52	223,500	CR&I
7615-7634	U-3e	Lima	1924	25x28	52	219,500	NYC
7866-7870	U-3e	Schenectady	1924	25x28	52	219,500	NYC
7871-7875	U-3e	Lima	1924	25x28	52	219,500	NYC
7900-7924	U-3e	Schenectady	1924	25x28	52	222,500	NYC
7925-7944	U-3f	Schenectady	1925	25x28	52	222,500	NYC
7945-7949	U-3f	Lima	1924	25x28	52	222,500	NYC
335-339	U-3g	Lima	1925	25x28	52	225,000	IHB
73-74	U-3h	Brooks	1926	25x28	52	222,500	P&E
7876-7885	U-3h	Brooks	1926	25x28	52	222,500	NYC
9000-9024	U-3j	Lima	1929	25x28	52	230,500	P&LE
8000-8049	U-3k	Lima	1937	25x28	52	232,500	NYC
8050-8074	U-3L	Schenectady	1944	25x28	52	232,500	P&LE
100-102	U-4a	Brooks	1927	25x28	52	294,000	IHB-CR&I
30-33	U-33	Schenectady	1918	23x32	57	194,500	B&A
34-41	U-33	Schenectady	1917	23x32	57	194,500	B&A
7201-7204	U-60	Beech Grove	1917	23x30	57	212,500	NYC
7207-7208	U-60	Beech Grove	1917	23x30	57	212,500	NYC
7210-7216	U-60	Beech Grove	1917	23x30	57	212,500	NYC
7218-7219	U-60	Beech Grove	1918	23x30	57	212,500	NYC
7220-7222	U-61	Beech Grove	1919	25x30	58	220,000	NYC
7223-7226	U-61	Beech Grove	1920	25x30	58	220,000	NYC
7227-7231	U-61	Beech Grove	1921	25x30	58	220,000	NYC
7232-7234	U-61	Beech Grove	1922	25x30	58	220,000	NYC

0-4-4-0 (SHAY) TYPE

7186	Shay	Lima	1923	12x12	36	139,400	NYC
7188-7189	Shay	Lima	1923	12x12	36	139,400	NYC

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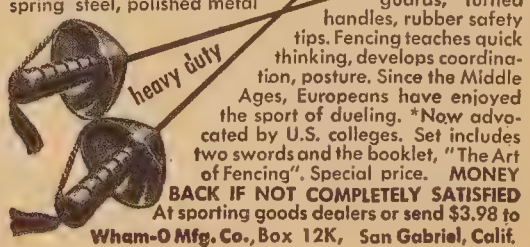

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Along the Iron Pike by Joe Easley

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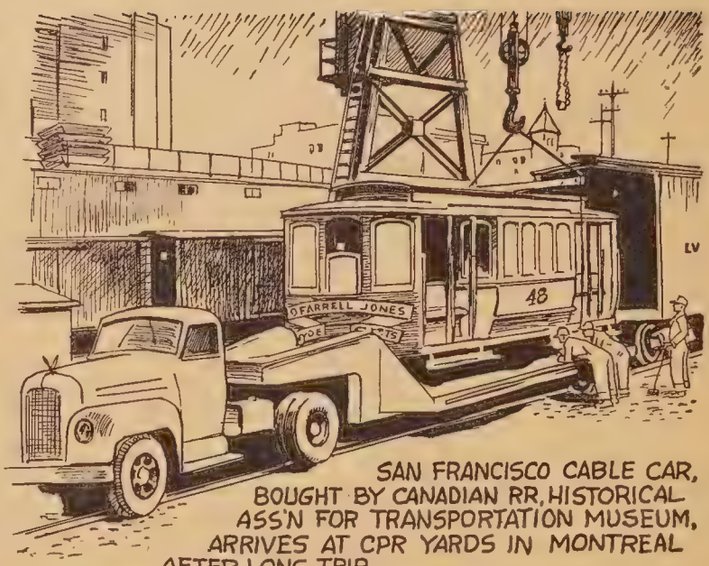
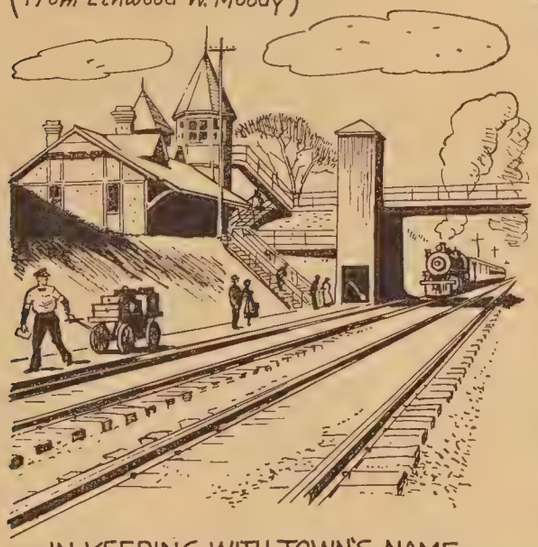
(from Linwood W. Moody)

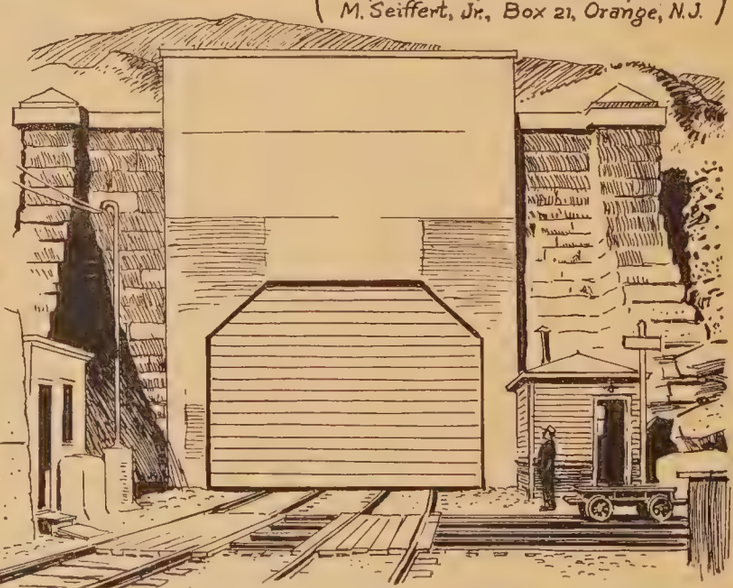


SAN FRANCISCO CABLE CAR, BOUGHT BY CANADIAN RR. HISTORICAL ASS'N FOR TRANSPORTATION MUSEUM, ARRIVES AT CPR YARDS IN MONTREAL AFTER LONG TRIP.

WHO CAN IDENTIFY THIS ENGINE?
(Copied from photo owned by Frank M. Seiffert, Jr., Box 21, Orange, N.J.)



IN KEEPING WITH TOWN'S NAME, DEPOT AT ONEIDA CASTLE, N.Y., ON NEW YORK CENTRAL AND NYO&W, WAS SHAPED LIKE CASTLE.
(from Robt. F. Harding, who was student op there 1910-'11)



NEW, ELECTRIFIED, METAL, SLIDING DOOR, OPERATED BY REMOTE CONTROL, SHIELDS WEST PORTAL OF BOSTON & MAINE'S HOOSAC TUNNEL AGAINST COLD WIND.

New York Central's 8000, U3-k class switcher, one of 50 built by Lima in 1937.

RAILROAD HOBBY CLUB

NEXT ISSUE will bring a list of steam locomotives in operation or in storage on the vast New York Central System, together with the latest renumberings.

Woodburning locomotives are rare, but we hear that one is in daily use in a Tampa, Fla., scrap yard. Built in 1907 and numbered 1146, she's had a number of owners, including a Tampa lumberyard. Anybody know any more details? Better still, anybody have a good photograph of her?

Best places to catch the UP's 4-8-8-4's on film, according to Lester C. Harlow, Newport, R. I., is Sherman Hill or the Rawlins yards. Rawlins gives wonderful angles of the sun at almost any time of day. Plan to get permission to take pictures from UP headquarters in Omaha a few weeks in advance.

Anybody have any questions about the Long Island Rail Road? LIRR trainman H. G. Hesse, 353 Euclid Ave., Brooklyn, will be glad to answer them.

"The Espee," writes Cal Rogers, 2457 Davidson Ave., San Bernardino, Calif." took great pride in announcing the end of steam power at Colton, only to haul six Mallets out of the junk pile a few weeks later, paint 'em up, and set them in service out of Colton. They dropped a loaded diesel tank car into the turntable pit there not long ago, which tickled hell out of everyone. The usual comment: 'Damn shame the pit isn't deeper, and it wasn't a diesel.' "

This month's list was compiled from reports from Tommy Lawson, Birmingham, Ala.; the Southern Piedmont Gang, Winston-Salem, N. C.; J. E. Hedrick, Sterling, Colo.; David M. Niles, Albuquerque, N. M.; D. J. Stickels, Torrington, Conn.; Lawrence Perrigo, Sedro Wooley, Wash.; Bill Jernstrom, South Bend, Ind.; Peter I. Roehm, Pittsburgh, Pa.; Jon Mondahl, Plainfield, Wis.; Donald Pope, Richmond, Ind.; John R. David, Locke Mills, Me.; Paul Carleton, Newark, N. J. Previous lists have appeared in the issues for January-August, 1955. Unfortunately we cannot guarantee their accuracy.

Albuquerque & Cerrillos Mining Co.—Madrid, N. M.—ex-AT&SF 2-8-0's, Nos. 769, 870.

Burlington—Galesburg, Ill.—0-6-0; 29 steamers stored in roundhouse (4-6-4, 4-6-2, 2-8-2, 4-8-4, 2-10-4).

Grand Trunk Western—Gorham, N. H. - Portland, Me. 4-8-0; Berlin subdivision—0-6-0's; Portland yard—2-8-0's, 2-8-2's, 4-6-2's, 4-8-2's; Central Vermont 2-8-0's on mainline.

Illinois Central—Clinton, Ill.—Markham Yards, Chicage—2-8-4's on freights.

Long Island—Greenport-Port Jefferson Branch—107, 108, 109, 111, 113 (H 10 class); Also Hicksville-Bethpage freight; Oyster Bay and Port Jefferson branches; main line to Ronkankoma—21, 24, 28, 32, 35, 38, 39, 50 (G5's). All steam to be abandoned by fall.

Milwaukee—Since dieselization these steam locomotives have been retained at various points through the system: 156 (Western Ave.); 160 (Madison, Wis.); 201, 203, 204, 206, 207, 208, 214, 216, 221, 236, 349, 359, 388, 400, 414, 417, 426, 436, 455, 481, 488, 489, 821, 903, 935, 1028, 1038, 1251, 1252, 1258, 1278, 1442, 1478, 1483, 1505, 1531, 261, 265, 266 (Milwaukee); 205, 209, 215, 227, 330, 345, 357, 358, 381, 397, 412, 433, 1000, 1008, 1037, 264 (Minneapolis); 213, 219, 224, 239, 437, 476, 923, 1027 (St. Paul); 229 (Miles City); 231, 235, 363, 300 (Bensenville); 238, 301, 311, 312, 333, 350, 438, 450, 458, 480, 1530 (Savanna); 310, 403, 1526 (Ottumwa); 356, 1040 (Mobridge); 411 (Mitchell); 911, 943, 954, 926 (Green Bay); 924 (Tacoma); 1004, 1023 (LaCrosse); 1005, 1007, 1022, 1035, 1041 (Austin); 1009, 1487 (Janesville); 1012 (Beloit); 1020 (Madison, S.D.); 1026 (Harlowton). Classes: F3s (100's); S2 (200's); L3 (300's); L2-b (400's); F5anr (800's); Klas (900's); G8 (1000's); C2 (1200's); I5a (1400's); I6 (1500's).

Mt. Washington Cog—New Hampshire—0-2-2-OT's in operation; one, the Peppersass, on exhibition.

New Haven—three 2-8-2's retained for snow removal: 3006 at New Haven, Conn.; 3016 at Boston, Mass.; 3020 at Providence, R. I.

Pennsylvania—Harrisburg-Pittsburgh, Pa.—2-10-2's; Enola-Altoona, Pa.—J Class; Williamsport, Northumberland, Renova, Pa.—Elmira, N. Y.—H, I, L Class; Richmond, Ind.—2-8-0's, 2-10-4.

Pittsburgh & Lake Erie—McKees Rocks, Pa.—2-8-4, 53 switchers, stored.

Republic Steel Corp.—Birmingham, Ala.—0-6-0's; Attala, Ala.—0-6-0.

Scott Paper Co.—Hamilton, Wash.—2-8-2 (Puget Sound & Baker River Railway).

Sloss Sheffield Steel & Iron, Mary Lee Division—Birmingham, Ala.—2-8-0.

Union Pacific—Sterling, Colo.—steam switcher, locals; Wyoming Division: Denver-Cheyenne—4-8-4's on occasional freight, passengers 52, 57; Denver-LasSalle—passengers 85, 86; Cheyenne, Wyo.—4-8-4's, 4-8-2's, 4-12-2 in storage; Cheyenne-Green River—4-8-8-4's, in freight service; 4-8-4's on 27-28 passengers, 5, 6, 7, 8 mail and express train; Green River, Wyo.—4-6-6-4's in storage.

Wheeling & Lake Erie (NKP)—East of Brewster, O.

Woodstock Lumber Co.—North Woodstock, N. H.—Shay, probably ex WM, on exhibition.

Mobile & Gulf—Buhl-Brownsville-Bienville, Ala.—2-6-0; Fayette, Ala.—0-4-OT.

RAILROADIANA

ITEMS sent to this department are printed free, in good faith, but without guarantee. Write very plainly.

No entry may exceed 28 words—unless it deals with back numbers of this magazine. Specify condition of all magazines and books. If you want pen pals, state what phases of railroading interest you most.

Use these abbreviations: *cond.*, condition; *ea.*, each; *elec.*, electric; *env.*, envelope; *eqmt.*, equipment; *esp.*, especially; *info.*, information; *n.g.*, narrow-gage; *negs.*, negatives; *p.c.*, postcard; *pref.*, preferably; *tr.*, train; *rr.*, railroad.

The term *tts.*, refers to public timetables, unless preceded by *emp.*, when it means employes' (operating) timetables.

Address *Railroad Magazine*, 205 E. 42nd Street, New York 17, N. Y. No entry will be acknowledged by mail.

SWITCH LIST

"ACK ALEXANDER, 134 Pleasant St., Bradford, Pa., will buy 15-in.-gage amusement-park train. Also old, 4-sconce, oil-burning, coach lighting fixture that hung from ceiling. Give info., price in first letter. Also wants 35 mm. n.g. steam action slides.

A. W. ALTSTADT, 850 W. Windsor Ave., Chicago 40, Ill., wants bldr. photo of P&WV 2-8-0, esp. No. 926. P&WV fans, please write.

R. AMBERGER, 18 Sherwood Rd., Dumont, N. J., sells sizes 616-120 pix NYC, SP, Burl., etc., some diesel and elec. List and sample 10c. Wants steam negs.

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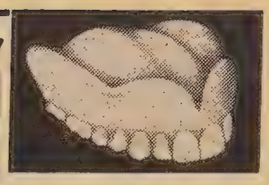

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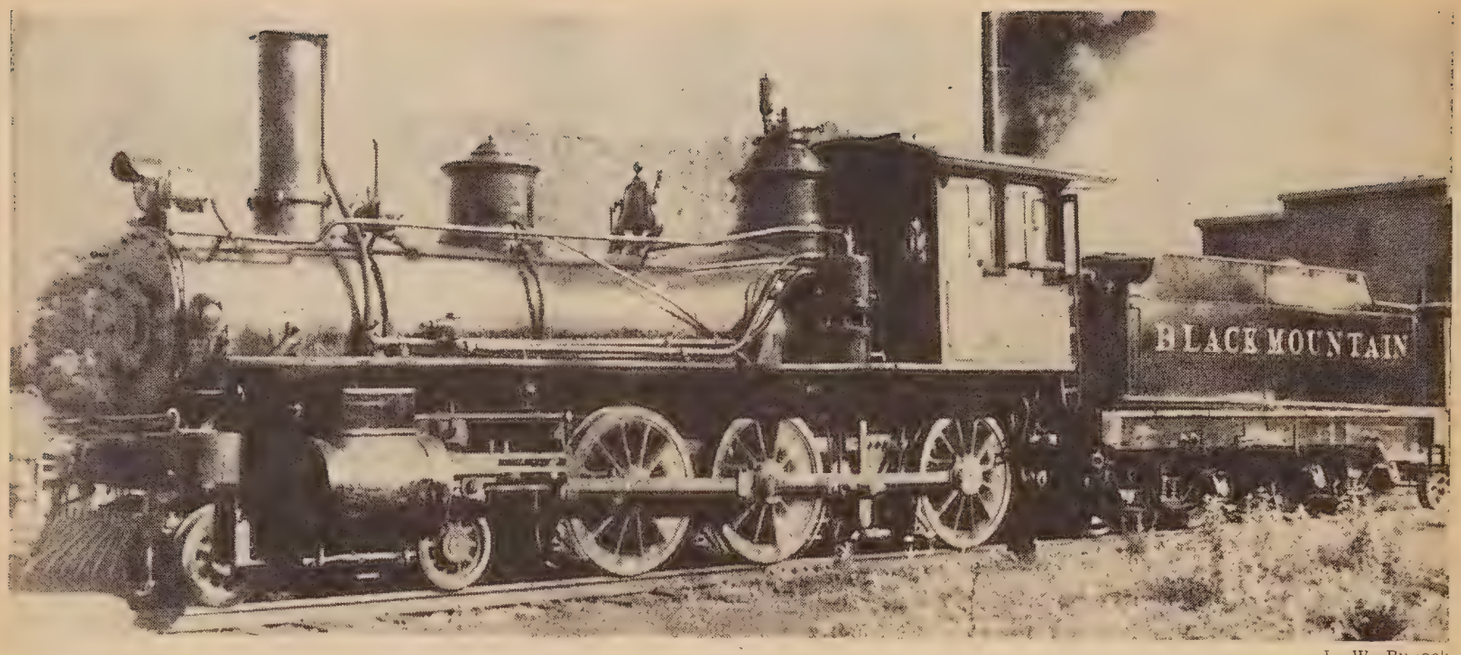

L. W. Bullock

When local citizens bought the Black Mountain and renamed it the Yancey, a diesel took over this old ten-wheeler's run.

ALLEN BAIRD, 259 N. 10th St., Colton, Calif., sells loco rosters, too many to list here. What do you want?

FRANK BARRY, Box 163, RFD 1, New Hope, Pa., sells pix of steam, diesel, elec.; East, Midwest, Canada, Mexico. State wants.

J. C. BECKER, Onarga, Ill., will sell some back copies *Trains* and *Ry. Progress*, 20c ea., postpaid.

A. S. BERNOUDY, Jr., 3201 Colorado Ave., c/o Greenlawn Terrace, Kenner, La., wants stockcar and stockyard pix, any size.

AVERY von BLON, 525 N. Fifth St., Waco, Tex., wants info. on Waco steam dummy rr. and Buff., Roch. & Pitts. 4-wheel caboose sold to Malakoff Fuel Co.

JIM BLOUCH, Gypsum, Colo., will buy Graves' *Colo. Midland;* state cond.

JOHN BOARDMAN, 49 Glendale Rd., Belmont 78, Mass., will buy April '55 *Railroad Magazine* or swap for March '55 issue. Write first.

W. BROSCHART, 36 O'Kane St., Central Islip, N. Y., sells roll signs, other trolley material; send for list. Has thousands of negs., size 616; duplicates 15c ea.

J. H. BRINCKMANN, Jr., Box 516, Stelton, N. J., has elec. tts., mostly aband. routes, to sell or trade for other aband. rtes. List for 3c stamp.

JAS. BROCK, 84 Chatham St., Worcester, Mass., wants trolley pix, any size, Worcester St. Ry., Boston & Wor. St. Ry.

JACK BROMLEY, 32 North Drive, Toronto 13, Canada, wants trolley pix of CTA, DSR, CTS, CSR TTC, TCRT, LATL, PRy, SFMRy, SHRT, Mex. City, Brilliner PCC's, trolley publications.

JOE BRUNER, East Marion, N. C., will sell Clinch. and Sou. negs., sizes 620, p.c., 5x7.

BURDELL BULGRIN, Box 206, Owen, Wis., wants all-time rosters Soo, Wis. Cent., DM&IR; also WC and Fairchild & NE info. and pix. Sells Wis., Minn. steam, diesel pix, also car pix.

G. H. BURGER, 365 18th St., Fond du Lac, Wis., will sell 160 negs., mostly Soo steam, many rare, sizes 620-116, larger, $100. Soo loco No. plate, $5 plus shipping cost. Details for stamped env.

J. P. BURNETTE, Box 1124, Stuart, Fla., will sell 50 issues *Ry. Condr.*, Jan. '02 thru Dec. '40, exc. 1914 and '33; few copies early BRT mags., some covers torn, otherwise good cond. Make offer.

P. A. CARLETON, 71 Winans Ave., Newark 3, N. J., sells pix PRR, CNJ, Rdg, NYC, B&M, CPR. List, 2 samples 15c. Wants sizes 616-p.c. negs. of these roads.

H. C. CARPENTER, 3543 Edwards Rd., Cincinnati 8, O., sells rr. passes, menus, books, old-new maps, calendars, emp. mags., old *Railroad Magazines*, *Off. Guides*, *Eqpmt. Regs.*, etc. List for 3c stamp.

HENRY CHILDERS, Box 145, Union Mills, Ind., will sell about 135 emp. tts., one Dec. '54 *Off. Guide;* one spl. inst. SP, San Joaquin Div.; wt. 25 lbs.; for best offer plus postage.

NORTON CLARK, 29 Richardson St., Newton 58, Mass., buys 35 mm. Kodachromes of B&A, NYC, New Haven; also G&U elecs., New Bedford Union St. Ry., Worcester St. Ry., E. Mass. St. Ry. Has New Eng. pix to swap.

LARRY COHEN, 2155 Grand Concourse, New York 53, N. Y., sells steam pix CNJ, B&M, Rdg., LIRR, etc.; list and sample 15c. Wants steam negs. on approval, any rd., any size.

JERRY CONNELL (age 17), 726 Glenwood Ave., Philadelphia 40, Pa., swaps rr. passes. Wants to hear from teen-age fans.

BILL CORBEIN, 8601 Woodland Ave., Kansas City 30, Mo., sells sizes 120, 616, p.c. steam pix K.C. area, others, 15 for $1, or trade for steam negs, any rd. No lits. Pix on approval.

M. CUSICK, 108 Sharpe Ave., Staten Island, N. Y., wants CNJ steam pix and negs., incl. No. 774 on fantrip.

BOB DAVEY, 114 S. Wisner St., Jackson, Mich., sells 2½x3½ pix NYC 6940, 1451, 3106, 3141; GTW 5046, 40c ea.

JOHN DAVIS, Box 42, Locke Mills, Maine, will buy *Railroad Magazine* for Dec. '35; Sept. thru Dec. '37, unclipped, with covers. Also pix GTW, GT, and CV locos on Berlin subd.

DON DIETRICH, 3427 N. 24th Pl., Milwaukee 6, Wis., trades and buys pix and negs. CV, NKP, N&W, steam, and all interurban lines and int. track diagrams.

G. R. DRIGGERS, RFD 1, Box 113, Hopewell, Va., wants sizes 116-616 steam pix; Beebe, Farrington books. Offers in sale or trade 1925 *Loco. Cyclo.*, good cond.; 1500 prints, set of blueprints SAL loco 2500.

HAROLD DVORIN, 10318 S. Hoxie Ave., Chicago 17, Ill., wants any size pix, negs. Midwest steam, diesel locos, trains.

Miss DONNA EBERHARD (age 16), Box 206, Monon, Ind., collects train and depot pix, all sorts, esp. L&N. Wants young rail fan pen pal.

JIM EDMONSTON, 3216 Pickwick Lane, Chevy Chase 15, Md., has 500 pix, 30 rds.—steam, elec., diesel, gas—to swap, print for print, for what-have-you. List for 3c stamp.

BOB EMERICK, 200 South Terr., Boonton, N. J., wants info., pix, negs., tr. ords., passes on Rutl., PSCT, Morrist. & Erie.

Mississippi Central 101 at Brookhaven, Miss., years ago. This 150-mile freight line links Natchez with Hattiesburg.

FRANK FAIRBANKS, 2178-A Daisy Lane, Schenectady, N. Y., will sell map and index, dated 1853, of rds. operating and proposed; also PRR loco roster, 1950-'62; both 25c ea. postpaid. Buys, trades color slides; list for 3c stamp.

BOB FOLEY, Jr., 631 Shadeland Ave., Drexel Hill, Pa., will trade 37 Off. *Guides* and/or negs, size 616, trolleys Phila. area, for those in other areas. Wants Dec. '46 *Railroad Magazine*.

DICK FULLERTON, 54 S. Delmar Ave., Dayton 5, O., will sell 15x12 photo copy of detailed dimensional drawing (3 views) CNJ loco *Star*, $1 folded, $1.25 rolled. Sell orig. also or swap for CNJ, Tuckerton negs.

M. P. GANEY, 1031 N. Penn, Indianapolis 2, Ind., will sell 3000 Amer. rr. passes, 1960-1900, no Western, no list. State wants.

N. H. GARRISON, 86 American Ave., Bridgeton, N. J., will sell 130 diff. *Railroad Magazines*, all good cond., 1933-'55 but not continuous, $50 for lot or 35c ea., plus postage.

JOHN GAYNOR, 1437 Gregory, Chicago, Ill., will sell *Railroad Magazine*, 1936 thru '39, 15c ea., plus postage. Send 10c postage for free literature Chi. RR. Fair, as long as very limited supply lasts.

L. H. GEDGE, 3053 Chadbourne Rd., Shaker Heights 20, O., sells trolley pix; list and sample 10c. Wants 35 mm. trolley color slides.

TED GAY, 156 Van Buren Ave., Teaneck, N. J., will sell E'man 8 mm. movie camera f2.7 lens and case, good cond., $25, or trade for 8 mm. rr. movies, 35 mm. slides; also buys 8 mm. rr. movies.

BOB GROSS, 347 N. Corson Ave., Los Angeles 36, Calif., will swap old LATL maps for those of other elec. systems, incl. European.

LOUIS GRUBER, 3854 N. Oak Park Ave., Chicago 34, Ill., will sell 6 vols. *Encyc. of R'roading*, pub. by Nat. Text Book Co.

JIM HARRISON, 5754 Colton Blvd., Oakland 11, Calif., wants size 116 negs. Nev. Cy. N.G., Sumpter Val., San Joaquin & E., SP Brill gas-elecs. Send on approval.

DON HANSEN, 3904 19th St., San Francisco 14, Calif., will sell all copies of Lucius Beebe's newspaper *Territorial Enterprise* (Virginia City, Nev.) 4/17/'53 thru 6/24/'55 to highest bidder over $5. Also sells S. F. Muni. pix.

ROBT. HEINLEIN, 5835 W. Montrose, Chicago 34, Ill., sells pix CA&E, CNS&M, CSS&B, CRANDIC, WCF&N, IT; Chi. and Milw. stcars, Chi. el, East Troy, Lakeside frt. lines.

W. C. HENDRICK, 671 Eastmont Ave., Los Angeles 22, Calif., will trade one Pickering Lbr., 2 Sierra RR. tr ords., for good pix or slides of your favorite rr. pic. Write first, incl. postage.

TOM HICKMAN, 220 S. Maple Ave., Oak Park, Ill., wants to correspond with trainmen and rr. officials, active or retired.

BERT HICKS, 4704 Vineta Ave., La Canada, Calif., will sell 1909 edition *Amer. Ry. Mechanics Ass'n Loco. Dictionary*, well illustrated, $35.

DAN HOLMGREN, 551 Mangels Ave., San Francisco 12, Calif., buys size 616 negs. lumber roads, short lines. Send list or make offer.

GEO. HOUSTON, 1221 Georgia Ave., Bristol, Tenn., will sell 188 diff. issues *Railroad Magazine*, incl. all 1936 thru '46 exc. 1 missing in '38; all '54; some '33 thru '35; '47 thru '55; all unclipped, with covers, 25c ea. postpaid.

D. L. HURST, 6729½ Franklin Pl., Hollywood 28, Calif., sells old rr. books. State your wants.

W. C. JANSSEN, 6468 S. Dante, Chicago 37 Ill., will sell 1925 *Car Bldrs. Cyclo.*; also *Railroad Magazine*: 1935 Feb. thru May; 36 Jan. thru April, Nov.; '37 Aug., Nov., Dec.; '38 April; '40 Mar., Aug. thru Oct., Dec.; '41 Jan.; '42 Mar., Oct.; '43 Feb. thru Nov.; '44 all; '45 Jan. thru July, Dec.; '46 Mar., May, July, Dec. Make offers.

VAL JOERNS, 226 Kerlick Lane, New Braunfels, Tex., will sell 8 mm. black and white 50 to 100 ft. rr. movies plus 8 mm. movie camera. Details for 3c stamp.

ROY JOHNSON, Ardmore, Okla., will buy old issues *Railroad Magazine* featuring train-wreck articles; also Freeman H. Hubbard's book *Railroad Avenue*. Write first.

GEO. KANATZ, 1217 N. Claremont St., Chicago 22, Ill., will buy 2x2 duplicate slides elec. lines, also 8 mm. color movies. Send details in first letter.

ISAAC KIRKHAM, 206 Furlong Rd., Tunstall, Stoke-on-Trent, England, wants U.S. pen pal to exchange rr. mgs. with him.

J. A. KRYGER, 2790 Ellis, Salem, Ore., has few tts. for SP Red. Elec. used before 1930 in Portland, good cond., $1.50 ea.

JULES KRZENSKI, Rte. 1, Box 230-A, Warwick, Va., wants diesel negs. up to size 2¼x3¼, C&O, RF&P, WM, LV, Erie, PRR, NYC, DL&W. Will buy or trade for LIRR, C&O pix.

R. E. LAWLER, 400½ E. 3rd St., West Liberty, Iowa, buys, sells, trades tr. ords.; has over 250 diff. roads. List for 3c stamp. Has many depot pix, Rocky Mt. and Mississippi val. areas.

TOM LAWSON. 2633 Montevalla Rd., Birmingham 9, Ala., sells steam and diesel pix M&G, USP&F, Rep. Steel, L&N, Frisco, etc., on approval.

WOODROW LAWYER, 545 Broadway, Hanover, Pa., will pay $1 ea. for good pix WM Nos. 101 thru 105. Write first.

ALVIN LEA, Scandanavia, Wis., will buy 3¼x4¼ film-pack camera with double lens.

RAPLY LEY, 136 39th Ave., Lachine, Que., Canada, selling out U.S. train pic collection, steam, diesel, 5c ea.; diesel negs. 10c; steam negs. 15c. State wants. On approval.

JOHN MACKAN, 542 Cranbrooke Ave., Toronto 12, Canada, sells Canadian and U.S. steam and elec. pix, sizes 116-616, 15c ea.; p.c. size 25c; 4x7 35c; 6x10 50c. List and sample 25c.

R. C. MADSEN, 1707 20th Ave., San Francisco 22, Calif., will sell *Railroad Magazine* May '37 thru Dec. '47, all good cond., $20 plus postage for lot.

ROBT. MARCH B203 Wyndon Apts., Wynnewood, Pa., will trade NY&LB emp. tt. 4/24/55 for recent NH emp. tt., or sell 25c. Also sell PRR Amboy Div. tt. 2/26/83, best offer; both good cond.

D. R. McCOY, 8461 Broadway, San Gabriel, Calif., will sell for best offer over $65 big 300-lb. bell from SP loco 2463, FOB San Gabriel. Will sell Varney Econ. Pac. loco only, test run, no tender, $30.

W. F. McNUTT, 3524 Central Drive, Ft. Wayne 5, Ind., has pix size 620 plus few size 120, mostly PRR diesels, to swap for other loco pix or sell 6c ea. in lots of 10.

CHAS. MORROW, 2356 Yale Ave. N., Seattle, Wash. wants info. on any small Shay or Climax in Ore., Wash., or B. C.

J. S. MARTIN, Rte. 1, Bareville, Pa., wants steam loco whistles.

J. MURRAY, 33-R Winthrop St., Rehoboth, Mass., will sell compl. amusement-park size steam train and track. Pix, details, $1.

DON NEALY, Adrian. Minn., will buy midwest steam pix; also Beebe's *Highliners*, Alexander's *Amer. Locomotives*; state cond., price.

C. L. NELSON, 821 W. Idaho Ave., St. Paul 13, Minn., offers "top prices" for Kodachromes or colored slides of streamlined or semi-str. steam locos; write first.

LARRY OWEN, 225 E. Graham St., Shelby, N. C., will buy N&W and C&IM negs., emp. tts.

T. J. PELLETIER, Box 64, Palouse, Wash., will sell about 150 diff. issues *Railroad Magazine*, Dec. '29 thru Oct. '55, $100 for lot, plus shipping cost. Won't break years.

JOE PETACCIO, Jr., 2950 Richmond St., Philadelphia 34, Pa., sells trolley pix; list for 3c stamp. Will pay from $1 to $5 for good negs. of Fairmount Park line, 5-mile Beach Elec., Pub. Serv. in Camden, N. J.

DON POPE, 321 S. 19th St., Tocnmond, Ind., buys PRR steam pix on 2¼x2¼ color slides. Sells PRR steam and diesel pix, size 116, also old rusty spikes from THI&E and D&W.

ANTON PRONEKA, New Buffalo, Mich., will sell *Life of Jas. J. Hill*, like new. Wants Kalmbach loco albums, Sinclair's *Development of Loco. Eng.*; *Loco. Dictionaries* and *Cyclos*, other rr. books.

H. M. PURPUS, 4522 59th St., San Diego 15, Calif., wants rr. uniform buttons, esp. unusual names. Give details in first letter.

NORMAN REINHARDT, 896 Main Ave., Passaic, N. J., will swap negs. of Erie ballast cars; Sou., Burl. and L&L locos, all sizes, for Erie diesel negs., size 127.

N. P. ROOP, Box 29, VA Hospital, Danville, Ill., needs pen pals. He is esp. interested in abandoned and absorbed roads. Wants info. on Nev. Cent., T&T, Ton. & Gold., V&T, LV & Ton., Galconda & Adelaide.

CHAS. RAULERSON, 1123 Rogers Ave., Brooklyn, N. Y., wants booklet *The Midland Story*.

TED SANDEE, 35 Orange St., Brooklyn 1, N.Y., sells pix MTA, Cap. Trans., Q'boro bridge and Bklyn. trolleys, PTC, NYC subways. List for 3c stamp.

K. E. SCHLACHTER, 112 Laurel Lane, Forest Brook Glen, Wilmington, Del., has 480 diff. CNJ loco pix, p.c. size, to sell 7 for $1.

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Fill in coupon below and send in with your remittance:

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W. M. SHACKFORD, 132 Marcella Ave., Rialto, Calif., will buy black-white or color slide photos Santa Fe steam in service this yr., esp. 5000 class.

A. R. SHADE, Jr., RFD 2, Columbia Station, O., sells on approval 5x7 prints, many rrs, and elec. lines. Sample 15c. No list. State wants. Will also trade for same size or giant size prints.

CHAS. SHRUBSOLE, 22 Ontario St., Brantford, Ont., Canada, has photos CNR steam, LE&M, GRR radial lines, to sell or swap. List 5c coin or Canadian stamp.

ROBT. SPENCER, 6152½ N. Hazelburst Pl., North Hollywood, Calif., sells rr. books and mags., includ. scarce items. Send for free list.

W. A. STEVENTON Hawkins, Wis., wants all *Railroad Magazines* before 1937; also back issues *Mod. RR'er, Mod. Crfsmn, CERA Bull., Trains.* Send your list.

E. F. STODDARD, 35 Ringgold St., Soringfield 7, Mass., offers 1000 steam and diesel pix plus some negs., size 116, for steam-engine bell.

R. H. STURGIS, 101 E. 75th St., New York 21, N. Y., has nearly 200 rr. passes for sale, 1875-'98. Write for details.

STAN STYLES, 19 W. 18th Ave., Vancouver, B. C. Canada, sells size 616 negs. CPR, CNR, NP, etc.; new list 25c. Enlarged scenics $1.

H. TORRES, 2709 Horatio St., Tampa 9, Fla., will give his set of back issues *Railroad Magazine* since Jan. '52 to any hospital patient, fan club, or public or semi-public library, free, if recipient pays shipping cost. First suitable request wins.

ROBT. WAGNER, 200 E. 66th St., New York 21, N. Y., wants pix and info. on private-owner tank and refrig. cars painted with shippers' ads and trademarks. Also wants Beebe's *Trains in Transition.*

JOHN WALLACE, 2151 33rd Ave., San Francisco 16, Calif., will buy good western rr. recordings, steam and elec. Also correspond with other teen-age fans.

CHAS. WEAVER, Hughesville, Md., who hopes to become loco engr., wants to hear from any engr. or fireman.

JOHN WEIGHTMAN, Box 696, Sacramento, Calif., will make size 124 copy neg. from any size rr. pic, $1.

LYNN WHYTE, 115 Anndale Drive, Willowdale, Ont., Canada, sells trolley trsfs., rte. maps, tts. List and sample trsf. 5c coin or Canadian stamp.

DAVE WILSON, Wenonah, N. J., wants pix and info. on trolley lines and interurbans in or near Carlisle, Pa., also Rdg. line to Pine Grove Furnace, Pa.

GARY WILSON, 353 Penn St., Pasadena 6, Calif., will sell 10 PE pix $1, 5 LATL 50c; negs. AT&SF and SP 12c ea.

JAS. WOLF, Kamp Kozy, RFD 2, Port Clinton, O., wants to correspond with loco engr. or fireman, any road. Aims to go into engine service when older.

RON WOLF, 7982 Hopper Rd., Cincinnati 30, O., wants pix, tts., info. on Cin., Georgetown & Portsmouth and C&LE.

JOHN WOOD, 7242 Fisher Rd., Dallas, Tex., has 2-manual pipe organ console and other organ eqpmt. to trade for back issues *Railroad Magazine* or O gage model eqpmt., or will buy.

WALTER ZULLIG, 475 Oak Ave., Maywood, N. J., sells pc size pix N. Y. area rrs. and juice lines, also 35 mm. negs. and slides. Write for info., stating interests.

MODEL TRADING POST

RICHARD BECKER, Rte. 2, Janesville, Minn., must sell compl. HO layout, 4x14 ft.; list on request.

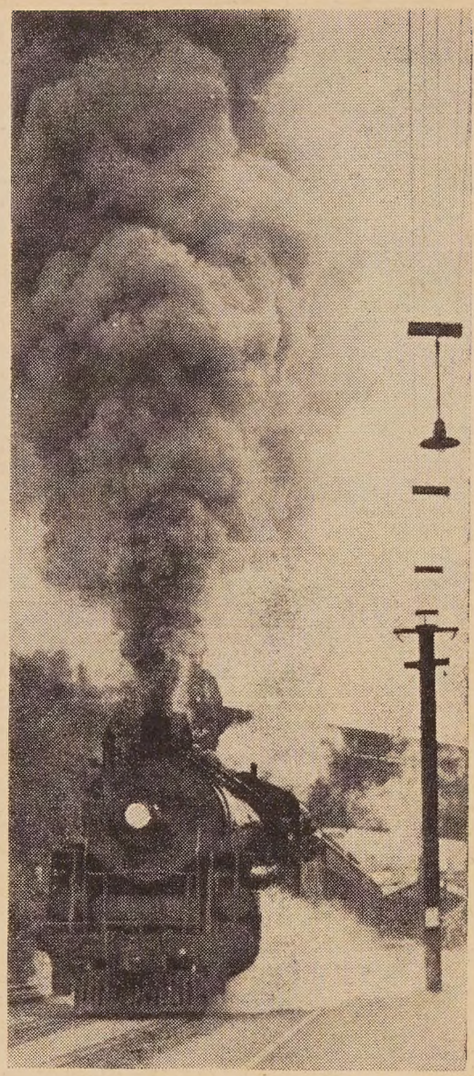
A CLOW, 5615 First St., N. W., Washington 11, D. C., will sell ½-in. scale finished castings, scale O gage trains, parts.

BILL FARROW, 820 B St., SE, Auburn, Wash., disposing of large layout s. gage AF. List for 3c stamp.

BILL GARBUTT, 312 S. Walnut St., Milford, Del., will sell Model-Pack No. 2 rectifier, good cond., to highest bidder.

JOHN KOCH, 5 Main St., Joliette, Pa., will sell or trade big list Lionel O and 027. Wants Lionel eqpmt. before 1940. Encl. stamp for reply.

C. KOWAL, 1846 W. Cullerton St., Chicago 8, Ill., offers clothbound *Handbook of Old Amer. Toys,* with 500 illust., $3.58 postpaid or trade for Ives catalog.



Boston & Maine

On May 5, steam operation, Lowell to Boston, ended after 120 years when Boston & Maine 3672 pulled out of Lowell.

WESLEY LANCASTER, 101 Bradman St., Auburn, Maine, will sell or swap lists of old cars Ives, AF, etc. Wants Ives LVE pass. and box cars.

Miss EDNA LARSON, 6436 N. Hamilton Ave., Chicago, Ill., will sell rare Ives No. 32, clockwork engine with elec.-type body, fine cond., $30.

DON MATHER, 227 W. Sinclair St., Wabash, Ind., will sell International Models scale 282 kit and all-nation scale diesel switcher; write for info.

LAWRENCE McDONALD, 28 W. 77th Terr., Kansas City 14, Mo., will sell AF S gage layout, cost $350, incl. locos, cars, trk., structures, etc., for best offer above $200 FOB Kansas City. Write for details.

MINIATURE RR. CLUB, Box 520 Los Angeles 26, Calif., selling all its HO eqpt. plus 16 mm. movie projector, by auction. Write for details.

JACK PARRIS, 43-07 162nd St., Flushing 58, N. Y., will sell scale model Dinky cars and trucks suitable for S or O gage trains, or swap for HO eqpmt. List for stamped env.

PAUL PATTEN, 306 S. State St., Ithaca, N. Y., will sell old issues *Railroad Magazine, Model RR'er, M.R. Crftsmn, Toy Trains.* List for 3c stamp.

WALTER SITE, 264 Ferona Wat, Rutherford, N. J., exchanges Erie Shortline passes with those of other model railroaders.

TONY TALBOTT, 2905 Annin St., Philadelphia 46, Pa., will sell chassis of Scalecraft O 909-E Pennsy K-4; also sloping-back tender for O gage switcher and trucks for K-4 tender, all good cond. Make offer.

FLAGSTOPS

A 15x20-INCH POSTER depicting 21 British Railways electric, steam, diesel, and gas-turbine locomotives is available at $1 from British Railways, 9 Rockefeller Plaza, New York, or 69 Yonge St., Toronto, Canada.

LOUISVILLE & NASHVILLE's first motion picture, "The Old Reliable," is a 26-minute, 16mm sound and color film, which gives a detailed account of L&N activities along nearly 5000 miles of railroad in 13 states. Available to clubs, fraternal organizations, schools, and other groups without charge.

KINESIS, Inc., 566 Commercial St., San Francisco 11, Calif., announces three railroad documentary films: "Go Slow on the Brighton Line" (British), "Freight Stop" (American), "Pacific 231" (French). Available for lease, rental, or sale.

C. P. LITTLEWOOD, 55 Robertson St., Campsie, New South Wales, Australia, reports that the city of Sydney is celebrating the centenary of the first locomotive to run in N. S. W. He is interested in North America's largest and most powerful locos —pix and information.

PACIFIC COAST CHAPTER, R&LHS—California-Nevada RHS announces a Napa Valley Picnic via Southern Pacific, October 17, 1955. Write J. E. Turner, 1739 Berkeley Way, Berkeley, Calif.

MR. MEHANANDA, librarian of the Sri Aurobino International Center Library, Pondicherry, India, would appreciate gifts of railroad books or magazines for that library. "Our readers and students are of all ages," he writes, "'and railroads have a universal appeal. Being quite familiar with the Virginia & Truckee, I greeted like an old friend Lucius Beebe's article, 'Nevada's Golden Railroad,' in the Jan. '55 *Railroad Magazine.*"

DRAWING of the Alabama State Prison Farm locomotive in *Along the Iron Pike* (June, '55) was based on a photograph by Grady W. Robarts, Jr., Box 193, Fort Walton Beach, Fla.

STANLEY D. CREWS, Box 63, Waynesboro, Tenn., submits the following additions to our list of logging roads (August, '55):

Emery River, common carrier, 13.3 miles, Lancing-Mahan, Tenn.

Kentucky & Tennessee, common carrier, 10.5 miles, around Stearns, Ky.

Stearns Coal & Lumber Co., feeder for K&T, both coal and logs.

C. J. Jones Lumber Co., Jerome, Fla.

Brimstone Railroad, common carrier, 12.7 miles, New River-Little Creek, Tenn.

PACIFIC RR SOCIETY to run fantrip, weekend Dec. 30-Jan. 2 over SP and Pacific RR (Mexico) from Los Angeles to Mex. towns on Gulf of Calif. Write Box 5279, Metropolitan Station, Los Angeles, Calif.

LIGHTNER MUSEUM OF HOBBIES, St. Augustine, Fla., has just received a donation of some 300 passes issued by the late S. W. Crichlow of the Jackon, St. Augustine & Indian River RR. (a Florida East Coast predecessor) during 1892-'93. Two are signed by H. M. Flagler, then president of the road.

COLLECTORS of Railroadiana are cautioned against submitting material to railway museums without first checking on them. A phony in upstate New York has recently been called to our attention.

SOO COUNTRY FANS should take notice of the new 3c stamp commemorating the 100th Anniversary of the Soo Canal.

MEMBERSHIP in the Rail Photo Service, 309 Sherman Building, 93 Massachusetts Ave., Boston 15, Mass., was erroneously listed as free in the last two issues. Club membership is $4 a year, which includes discounts on print orders, low cost service-lab facilities, a camera course, also monthly service publications.

MUSEUM OF WESTERN TRANSPORTATION to be built in Pueblo, Colo., needs old hand car, switch stand, lanterns, water barrel, other pieces. For information write Jack Lacy, Manager, Pueblo Chamber of Commerce, Pueblo, Colo.

CASEY JONES Railroad Unit, American Topical Association, will sponsor 4 historical cacheted covers, Oct. 13-16, portraying locomotives serving Charleston area 50 years ago (B&O, C&O, NYC, Virginian). Covers cost 25c each, 5 for $1. Write C. J. Keenan, Secy, Casey Jones Railroad Unit, 6354 N. E. Cleveland Ave., Portland 11, Oregon.

CAMERAIL CLUB will sponsor a steam ramble Oct. 22 along UP mainline to Columbus, Nebr., and over the Spalding branch. Fare: $7.85, before Oct. 17. Write Jack Hays, 6014 Lafayette, Omaha, Nebr.

NOT INCLUDED in last month's list of railfan clubs:

Camerail Club, J. A. Pfeifer, Secy., 454 Huntington Ave., Council Bluffs, Ia. Monthly meetings. "The Mixed Train."

Railfan Division, Avocationist Guild, Anton F. Bruns, 10740 Woodbine St., Westside Village, Palms, Los Angeles 34, Calif. Cinema workers only.

COLOR PHOTOGRAPH of the Baltimore & Ohio's *Columbian* at Harper's Ferry, West Virginia, on this month's cover, was taken by John Dubas, B&O's chief photographer.

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